

Flandsburg Branch
Remeasurement
Feb. 8th to 11th 1904

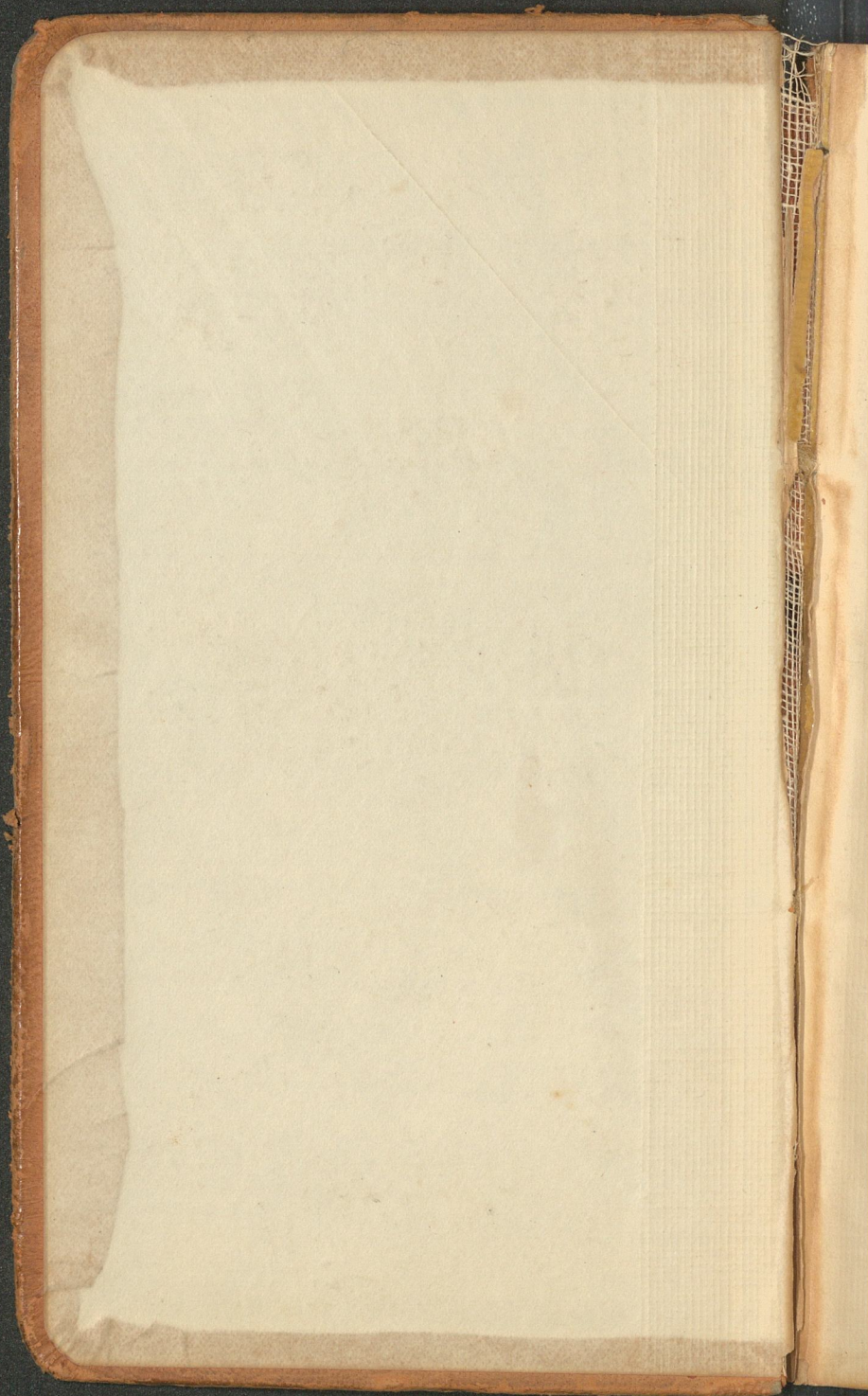
12

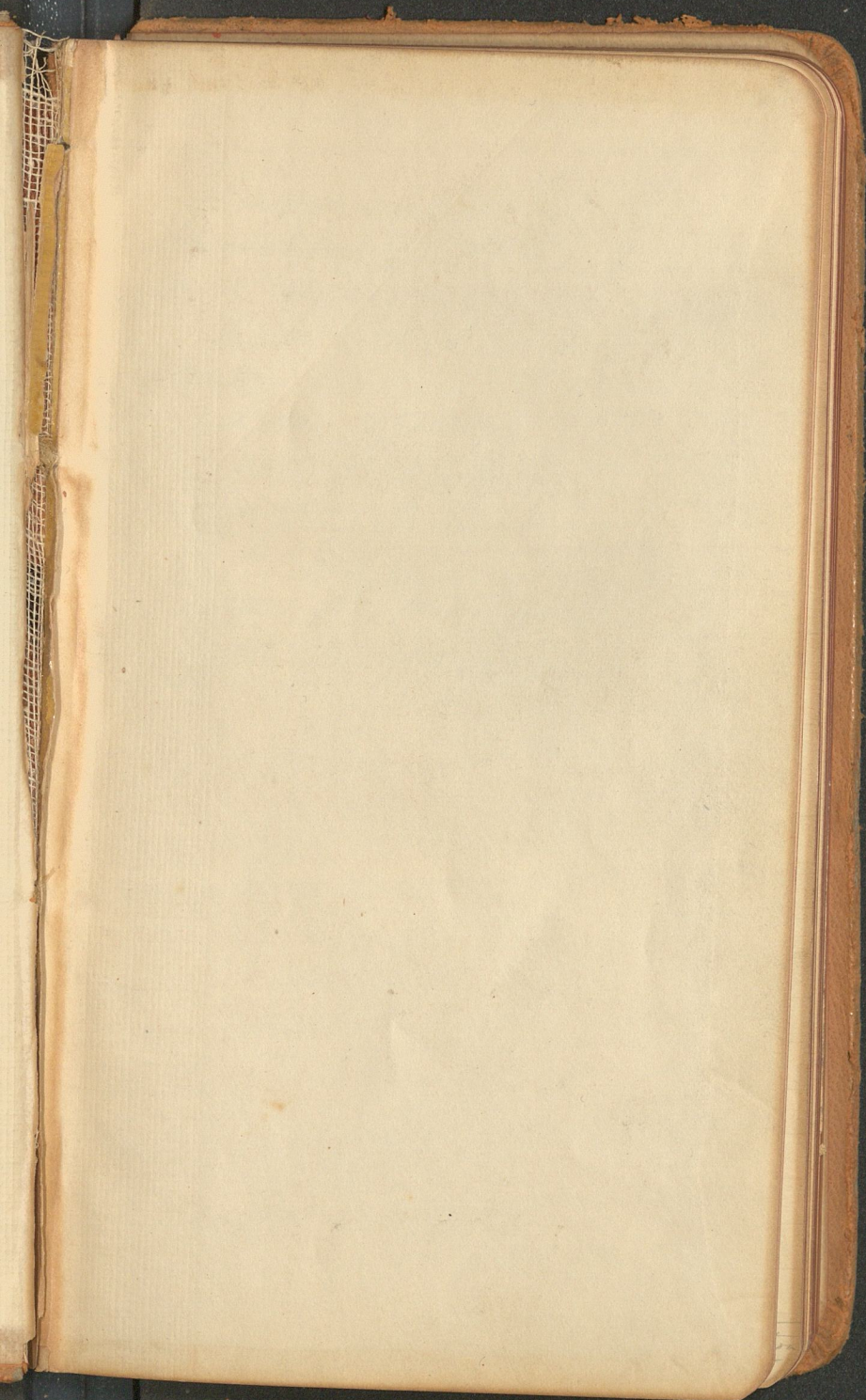
C-4

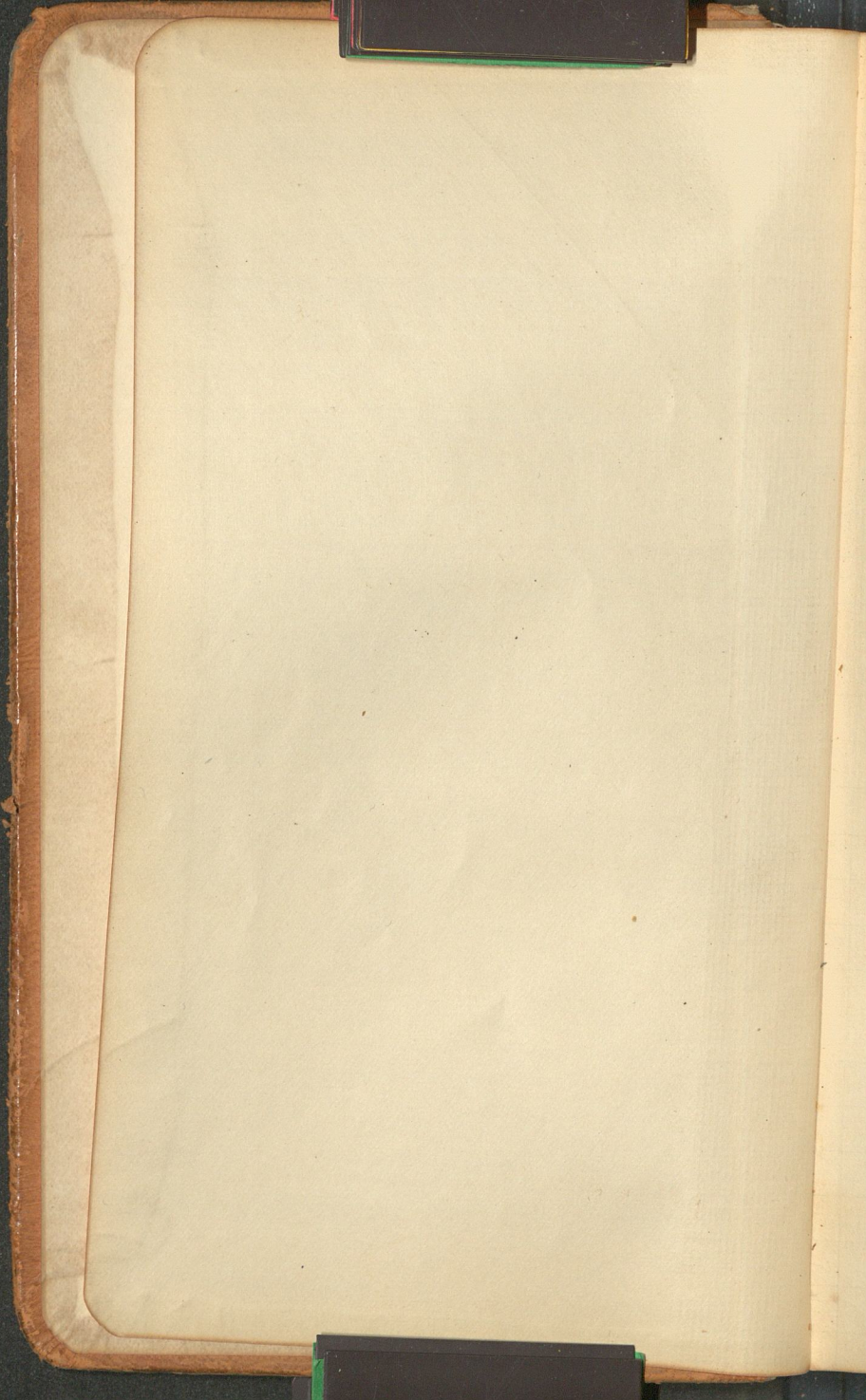
N^o 32

Santa Fe
FIELD BOOK

(FORM 1926)







Remeasurement of the
Randsburg Branch of the
A. T. & S. F. Ry. (Ariz. Div.)

2-8-04 to 2-11-04

Party:

Chas. W. Miller Jr.

Thos. F. Maddock "

F. C. Roberts

A. Berg

W. K. Marmon

C. E. Hacker,

+16.8 H.B. East Leg Wye

32

+38.9 P.F.

31

+86.2 P.F.

+08.6 - H.B. West Leg Wye = 19 + 45.6 Loc Sta
18

18 + 48.2 Loc Sta = E.C. 6"

+55.8 H.B. to Crossover

1

For alignment in yard see

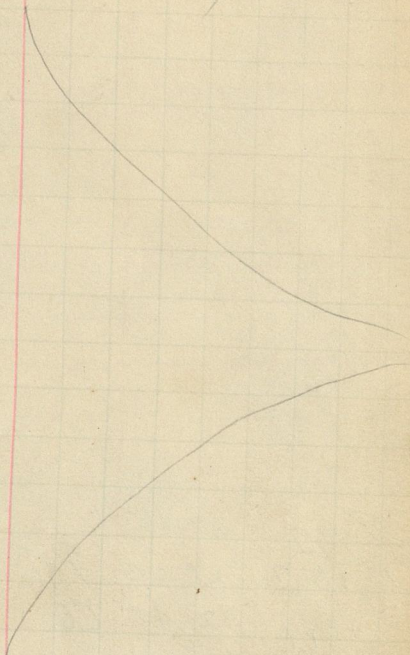
Brawling No. 17-1-857

0 = Point on line of West End of

Depot at Kramer [= opp. Sta 200 + 52.0 of
0 + 00.0 of orig location]

North

2-8-04



Elev. bot. of tie main line opposite Sta. 0 of
Randsburg branch = 102.74'

At. & S.F. Main Line.

Randsburg Ry. opp 2000+45.0 from Drawing Mh. 857

J. W. Wiegman
Aug 8 1905
10th Street

Tang. $3^{\circ}46'$
 $12+372$ $2^{\circ}03'$ P.T.
 $+37.7$ $32^{\circ}48'$ C.C.
 11 $31^{\circ}43'$
 10 $29^{\circ}01'$

9 $26^{\circ}17\frac{1}{2}'$ Tang $1^{\circ}58'$
 8 $23^{\circ}31'$ $\frac{10+48.2}{7+48.2}$ $1^{\circ}05'$ P.T.
 7 $20^{\circ}45'$ $9+48$ $47^{\circ}12\frac{1}{2}'$ C.C.
 6 $18^{\circ}07'$ $9 \times$ $45^{\circ}14'$
 5 $15^{\circ}22'$ $8 \times$ $39^{\circ}57\frac{1}{2}'$
 4 $12^{\circ}41\frac{1}{2}'$ $6 \times$ $29^{\circ}18'$
 3 $10^{\circ}11'$ $4 \times$ $18^{\circ}32'$
 2 $6^{\circ}47\frac{1}{2}'$ 2 $7^{\circ}30'$
 1 $1^{\circ}49'$ C.C. 1 $3^{\circ}45'$ C.C.
 $a=32+23^{\circ}$ $0=18+01^{\circ}$

Wye at KRAMER

493.8 Tail of Wye

En 8

$$\Sigma$$

North - ^{702.3} Kansasburg

$\times 705.6$

South

01008 waga
- 327202 g wani lumen

+60 M. P. 2

105
+99 Box Culvert 2.5 X 1.0 X 12.0

70

+535 E. C.

53

+80 M. P. No. 1.

52

+352 B. C. 2° L. Δ 22° 22' S. T.

42

+990 W. Board

39

North

6

2 5



1 5

W =

+80 M.P. 6

316

26400 M.P. 5

+20 M.P. 4

211

+705 F.C.

169

+79⁹⁵ B.C. 20 In. $\Delta 19^{\circ}49'$

159

+40 M.P. 3

158

+95 Box Culvert 1.5 x 2.5 x 14

125

4

60

50

40

30

20

+60 M.P. 7

369

+07 = Box Culvert $1 \times 2.5 \times 14.0$
355

+552 E.C.

347

+88.45 B.G. 20 R. $\Delta 15^{\circ} 20'$

339

+668 E.C.

335

+1635 BC 40 L A 3408'

327

5

70

+92.9 E.C.

436

+0685 B.C. 6° L. Δ 47° 10'

429

+40 M.P. 8

+0325 E.C.

422

+65° B.C. 6° R. Δ 62° 20'

411

+285 E.C.

406

+1145 B.C. 10° L. Δ 13° 11'

393

6

8◇

2-9-04

+61.2 Box Culvert 10x11x14.5

502

+48.7 1 " " 1x2x18

501

+48.3 " " 2x3x18'

489

+20.0 M. P. 9
475

+77.6 North End
+63.6 Bent
+48.0 South "

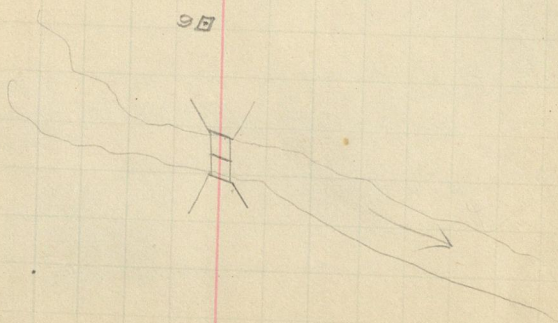
Frame piers {
+77.6 } on profile
+63.4
+48.0
4.6' Deep

457

7



95



profile

+335 Station Whistle board
736

+40 M. P. 13
686

+60 M. P. 12
633

+80 M. P. 11

580

+21 Box Culvert 1.5 x 2.0 x 18.0
576

528+00 M. P. 10

5 W
5 110'

13

12

11

10

10

+33 End of Spur
765

764

+262 Station Sign
763 ⁺⁶⁰² South End of building

= 14,446 M.L. - 144
S.T.C.

762

+602 P.F.

761

+802 H.B.

760

+20 M.P. 14
739

End

Spur

FREMONT

14.
50
H
30
K 2.7

Fremont

14.

14

44
F.C.

+40 M.P. 18
950

+54 L.E.C.

900

+60 M.P. 24
897 +04 L.B.C. 1° L. $\Delta 30' 30''$
+80 M.P. 16

844

792+00 M.P. 15

789 +165 Whistle Board

10

18

17

16

15

□

+20 m. P. 19
1003

+38⁹⁵ B.C. 6° R. Δ 49° 05'
996

990+00 U.S.G.S. B.M. 28' L. Datum J
E. 29 84 = 59

979+05³⁰ E.C.

+23¹² B.C. 3° L. Δ 26° 10'
970

+31⁶ E.C.
967

+23³ B.C. 1° L. Δ 9° 05'
958

11

190

= 590.88 Bot. of Tie 0

+48²⁵ B.C. $1^{\circ} P \Delta 8^{\circ} 15'$

1030

+53 Center of road 12'

1090

+85⁰² E.C

1015

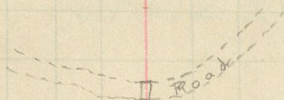
+18³⁵ B.C. $2^{\circ} P, \Delta 17^{\circ} 20'$

1007

+57⁰ E.C.

1004

12



+99.98
1099+00.5 E.C. on profile

1098

+50.05 B.C. 2° L. $\Delta 15^{\circ} 00'$

1091

1056+00 M.P. 20

+03.82 E.C.
1053

+80.2 B.C. 4° L. $\Delta 28^{\circ} 57'$

1045

2-10-04

+73.25 E.C.

1038

13

200

+60° M.P. 22

1161

+66⁸⁵ B.C. 3° R. $\Delta 29^{\circ} 10'$

1153

+28³⁸ E.C.

1138

+145 B.C. 3° L. $\Delta 24^{\circ} 25'$
1130

+63⁵ North End

+48² 2nd Bent

+33⁵ 1st "

+18² South End

Framed BENT

4. DEER

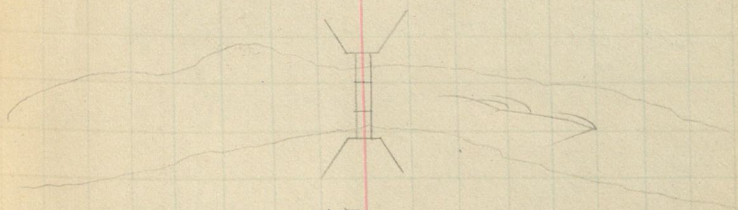
1111

+80° M.P. 21

1108

14

22 



21 

+60 Center of road

+235 E.C.
1188

+57.73 B.C. $6^{\circ} 41' \Delta 45^{\circ} 55'$

1180

+45.18 E.C.

1179

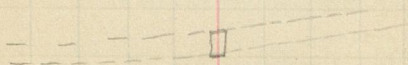
+70.78 B.C. $4^{\circ} P. \Delta 23^{\circ} 00'$

1173
+98.00 Station WHISTLE board

+39.07 E.C.

1163

15



5.11

+93 Telephone
Tel. Line Crosses

1195

1193
+965 Station board

= 22.594 M.

= 22.62 M.
for T.C.

1192

1191

+486 P.F.

1190

+702 H.B.

1189

16

-6m
F.C.

ST. ELMO

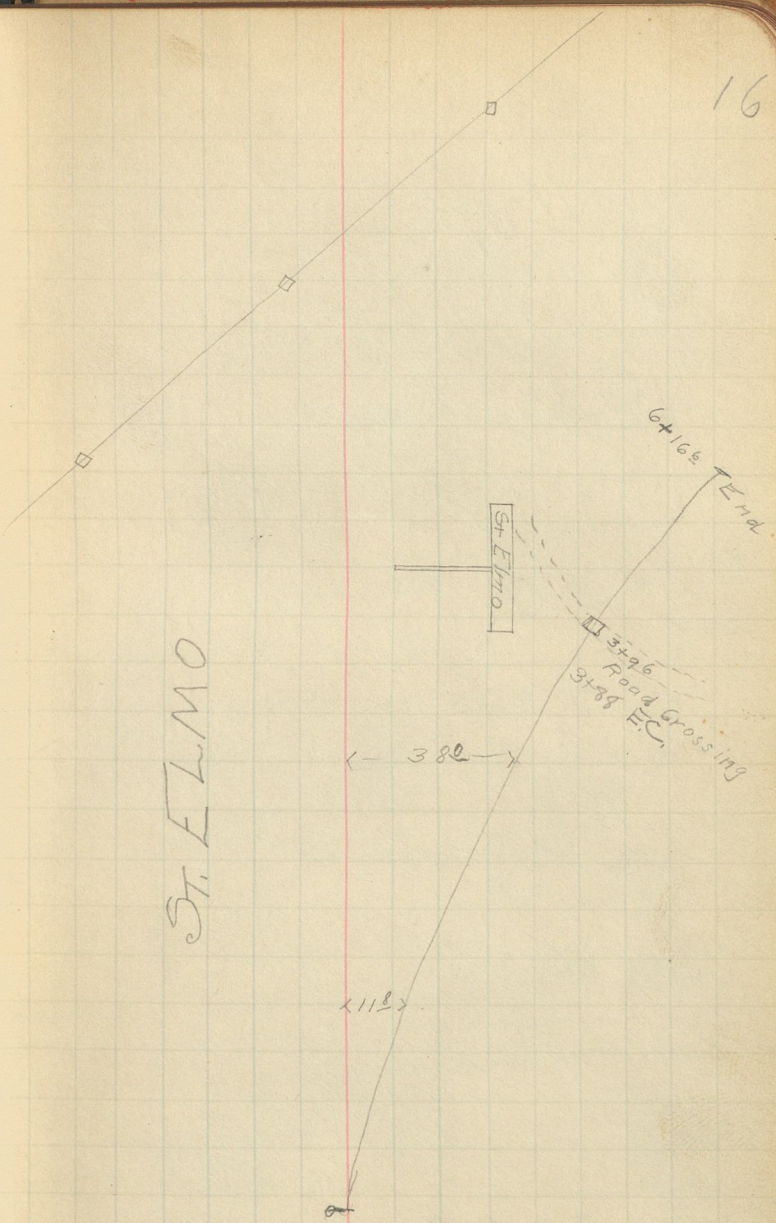
ST. ELMO

6+16.8 End

3+96
Road Crossing
9+88 F.C.

< 382 >

< 112 >



+25⁹² E.C. 220
1221

1219 +02⁵ St. ELMO YVH1st + 1c board

+92⁶⁴ B.C. 10 L. $\Delta 5^{\circ} 20'$ S.T. 266.86

1215
+81⁴ E.C. 23

+40 M.P. 23

1214

+34⁹¹ B.C. 5° P. $\Delta 22^{\circ} 20'$

1210
+99⁵³ E.C.

1203

+46³ B.C. 5° P. $\Delta 37^{\circ} 40'$

1196

17

114[□]

23[◇]

+14.65 E.C.
1266

+1881 B.C. 2° L. Δ 15° 55'
1258

+0085 E.C.
1254
+8832 B.C. 4° L. Δ 24° 31'

1247

+59° Danger Signal

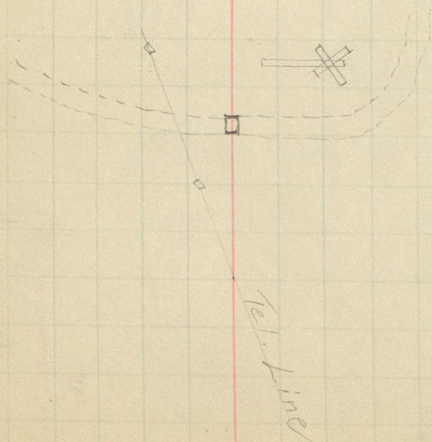
+37° Center of Road

1246

+53° Tel. Line Crosses

1243

18



+61° B.C. $4^{\circ}26'$ P. $\Delta 53^{\circ}45'$

1300

+1546 E.C.
1298

+1963 B.C. $4^{\circ}23'50''$
1292

+7311 E.C.

1277

+4478 B.C. $2^{\circ}41'$ $\Delta 12^{\circ}34'$

1271

+20 M.P. 24

1267

19

$$\begin{array}{r} 1292 + 196 \\ 270 + 60 \\ \hline 2159.6 \end{array}$$

$$\begin{array}{r} 1332 + 59 \\ 2159 \\ \hline 1311 + 00 \end{array}$$

+38³³ E.C.

1345

+05⁰ B.C. 6° 11' Δ 38° 00'
1339

+59⁹⁵ E.C.

1336

+59⁰ Box Culvert 1 x 4 x 18'
+42² Center of road
+24.5 Crossing Sign 20' OUT

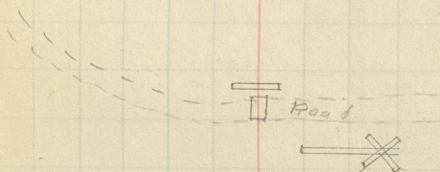
1332

+01²² B.C. 4° P. Δ 26° 30'
1330

1320+00 M.P. 25

+73⁴ E.C.

1312



R50

+4847 E.C.

1403

+8181 B.C. 1° R Curve

1393

+8640 E.C.

1374

+80 M. P. 26

1372

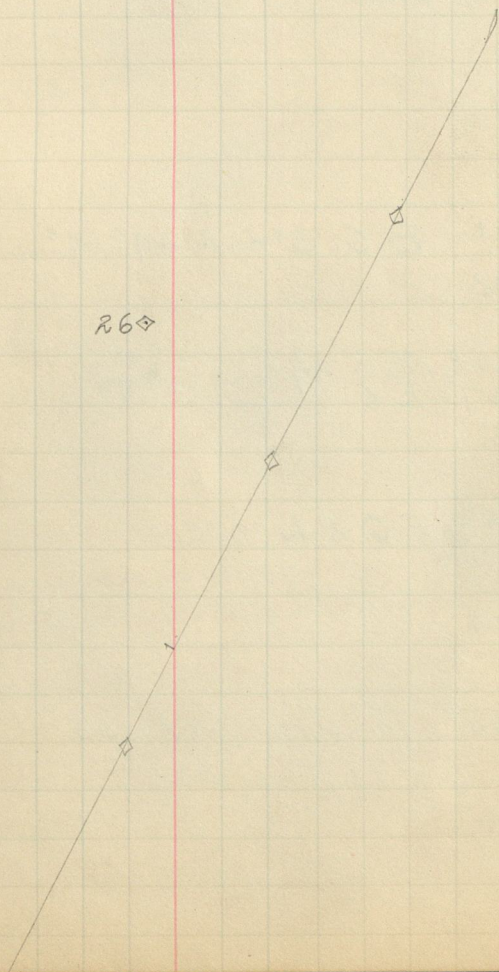
+182 Tel Line Crosses

1367

4474 B.C. 4° R Δ 31° 40'

1366

R6◇



+29.4 Sta. Whistle board
1468

+67⁹² E.C.

11 1449

+24¹ B.C. 3° L. & 49° 19'
11 1433

+60⁰ M.P. 27
+47⁹ E.C.
1425

+56¹¹ B.C. 3° L. 320 45

1414

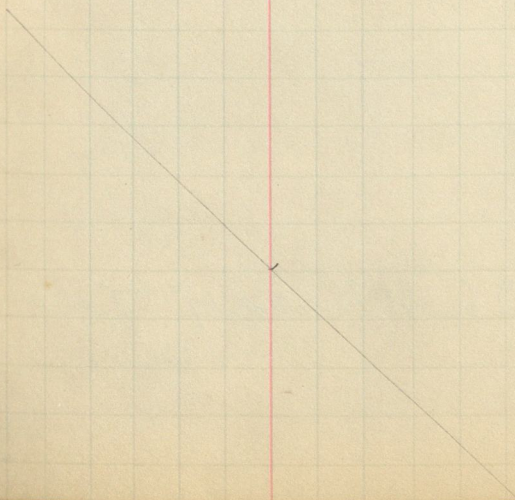
+55° Tel. Line Crosses

1406

22


112

27⁵



1481

1480

1479

+82 P.F

+74 Tel. Line

+52 $\frac{1}{2}$

+40 " " 28

M. P.

+023 H.B. So. Leg of Wye

1478

1477

+3165

B.L. 4° Δ 32° 17° S.T. 414°

1476

23

+52 Center of Road

1487

11 1486

11 1485

+3873 E.G.

+2415 H.B. North Leg Wye

+288 So. End fence

1484

+988 " " Coal Shed

+5585 P.F.

+52 Sou. End House on West

+415 " " " " East

1483

1482

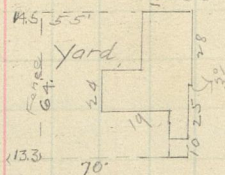
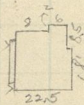
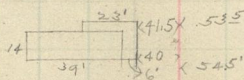
1097

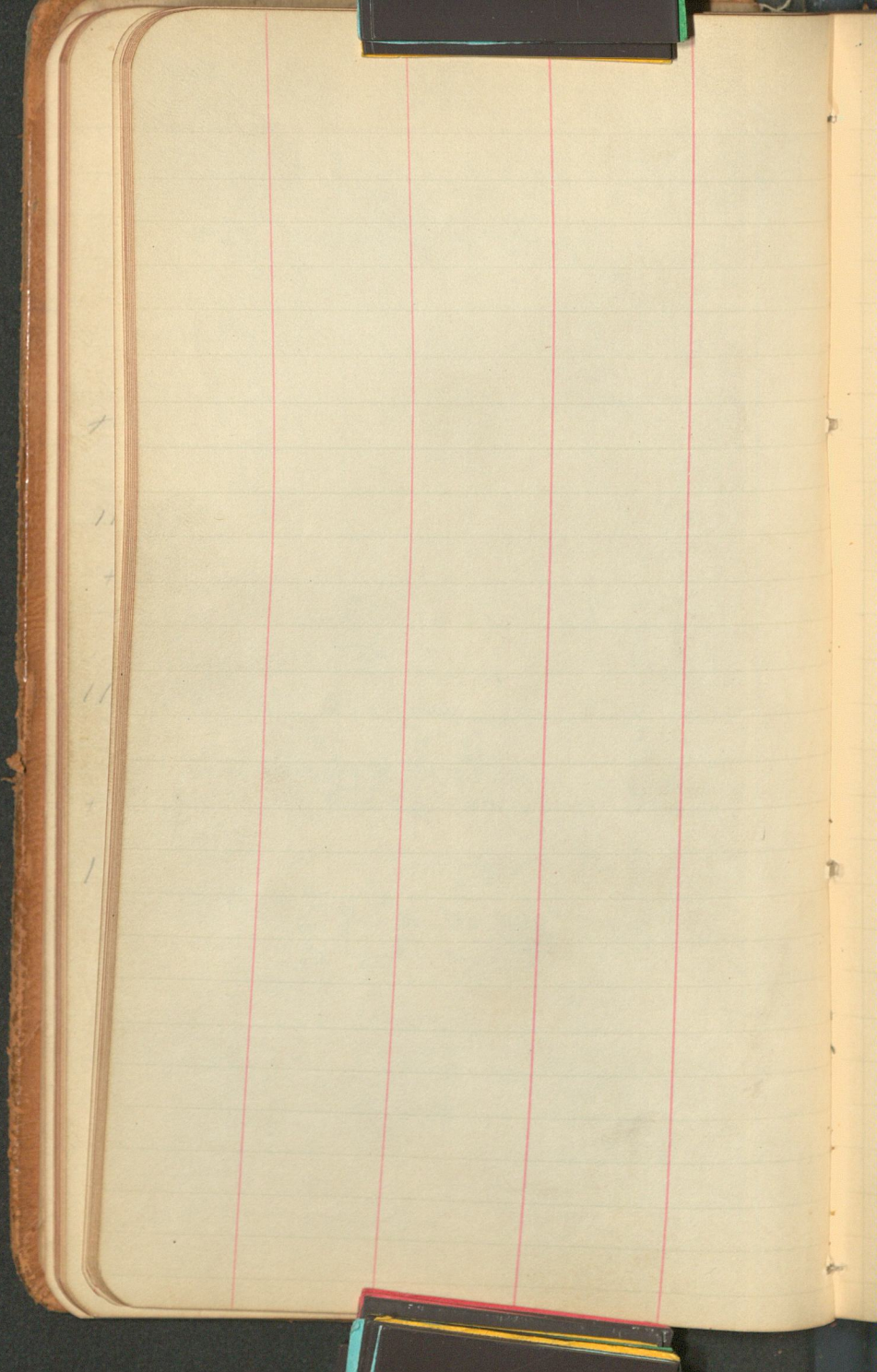
Agents Dwelling

Section house

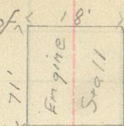
Yard

Dwelling

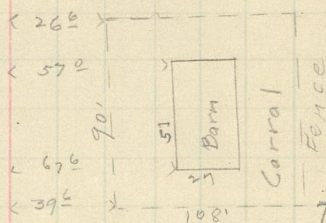




9454.1 End of Tail of Wye



3941 to end of tail



7+165

6+62.9

6+23.1

Ash Pit

JOHANNESBURG WYE

H.B. = 5+60'

480.3 ft.

H.B. 5+614.3 to H.B.

7700 ft.
58.4
P.T. 3+17'

H.B. = 0

1500

1499

+372 P.F.

1498

+572 H.B. to House track

1497

+492 B.C. 4° R. Δ 25° 18'

1496

+41.0 Tel. Line Crosses

1488

$$+62.5 \times 25.5 \rightarrow P, T_1$$

$\langle 12, 60 \rangle$

0

0

0

+ 862 So. End Oil tank

+ 668 " " W.C.

+ 35 Center of Xing 22

1506

1505

+ 862 Center of road 12'

+ 782 North End platform

+ 4255 Center of platform = 28.5 miles for T. Car

+ 068 South End of "

1504

+ 982 Center of Xing

1503

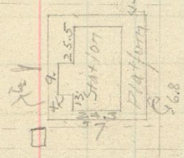
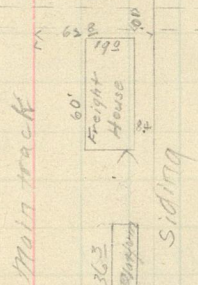
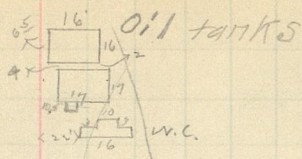
+ 819 E.C.

+ 552 Center of road 24' wide

1502

1501

27



JOHANNESBURG

T. Car

Road

628

Road

$$\begin{array}{r}
 4060.4 \\
 1178.3 \\
 \hline
 71.8 \\
 35.25 \\
 06.5 \\
 \hline
 423.55
 \end{array}$$

861

~~1512.67~~ END
1511 + 95 End of Trk on profile

= 28.636 M.
L.

+ 24.5 P.F.
1510

28.64 mile for
Assessment

+ 44.6 H.O.
+ 29.5 Transit Point for Spur
+ 37.0 End of house track

1509

1508

1507

28

- End

168°

260°

51°

57°

HOUSE TRACK

2-11-04

+85° End of track

+412 $10^{\circ}43\frac{1}{2}$ Point of tangency

✓

+463 $13^{\circ}36'$ P.T.

⁴
+97.8 $14^{\circ}47'$

+47.8 $15^{\circ}24\frac{1}{4}'$

³
+97.8 $15^{\circ}07'$

+47.8 $13^{\circ}56'$

²
+97.8 $11^{\circ}21'$ About P.A.C.

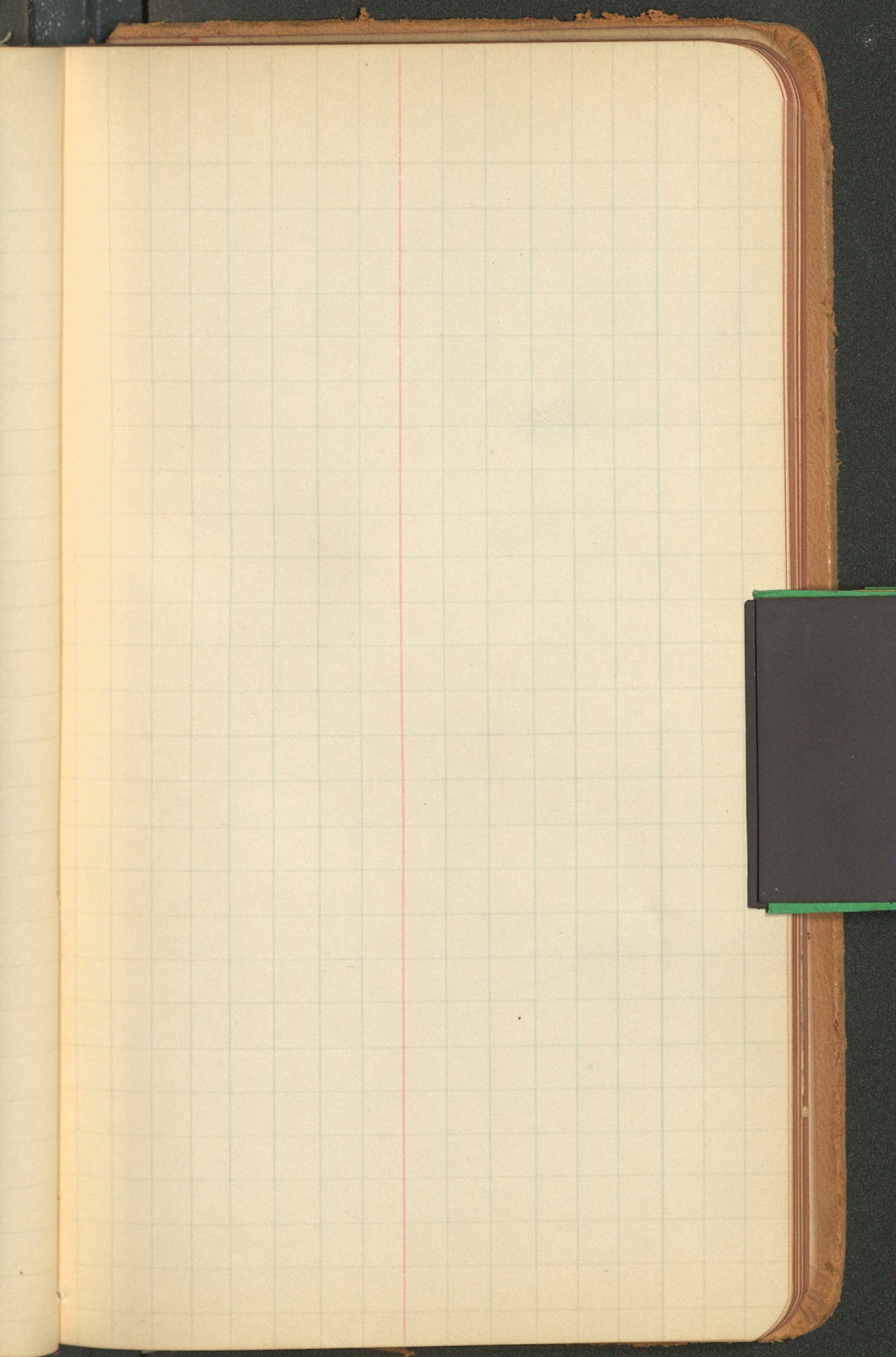
+400 $3^{\circ}53' L$

0 = 1509 + 395 of Main Line

—

29





+

+

✓

+

4

+

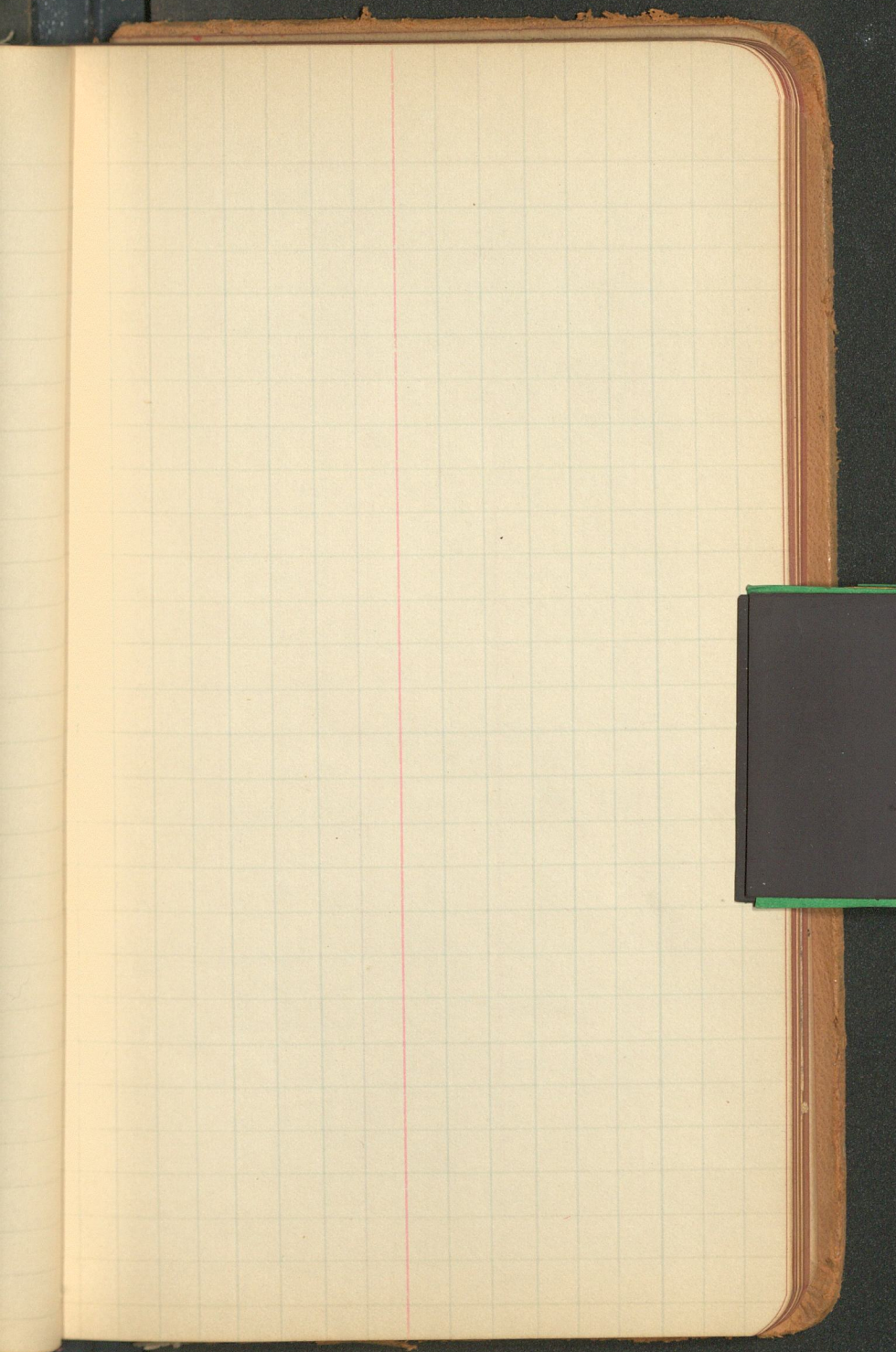
+

3

+

+

2



+

+

✓

+

4

+

+

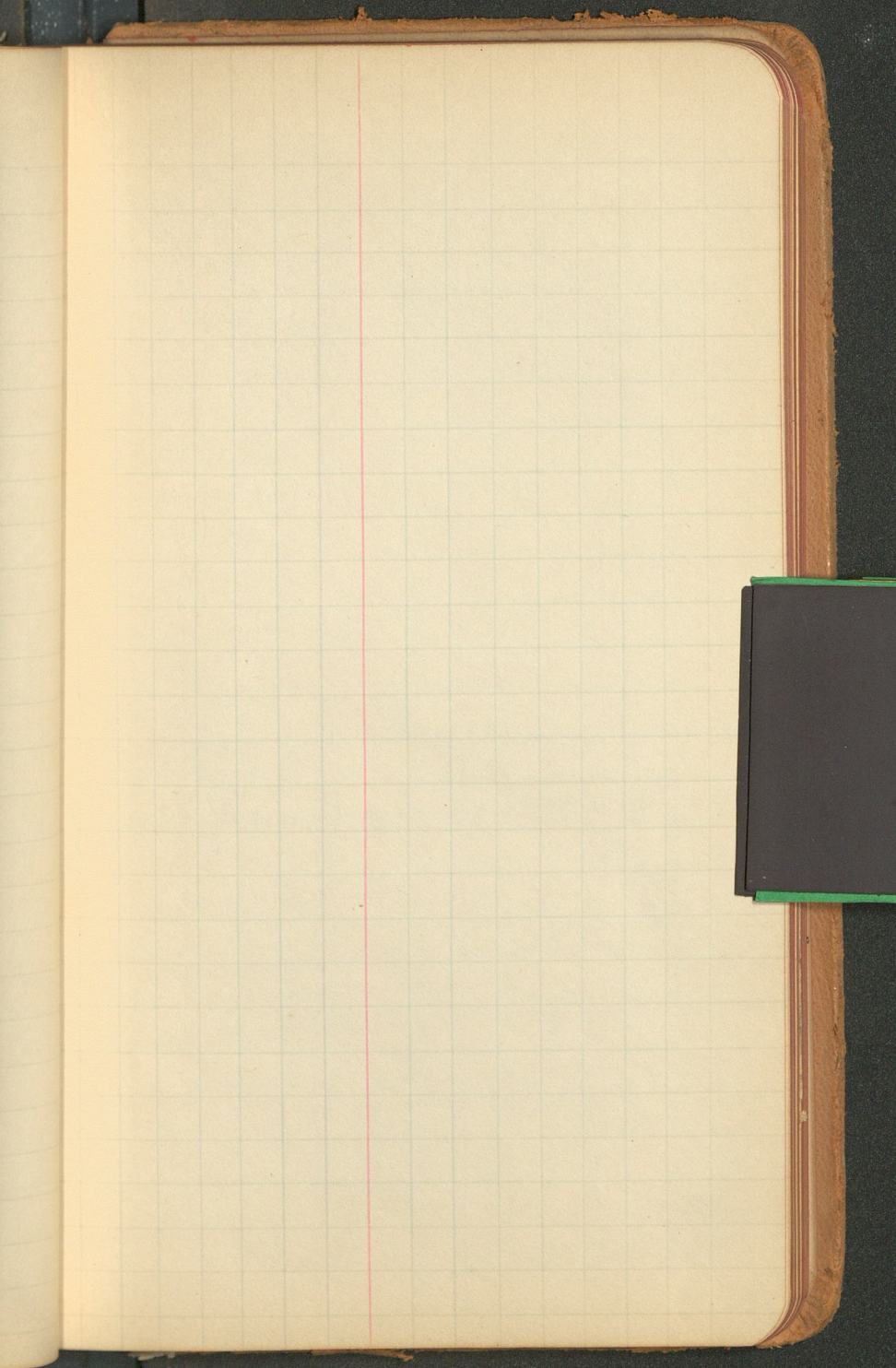
3

+

+

2

1



+

+

5

+4

4

+

+

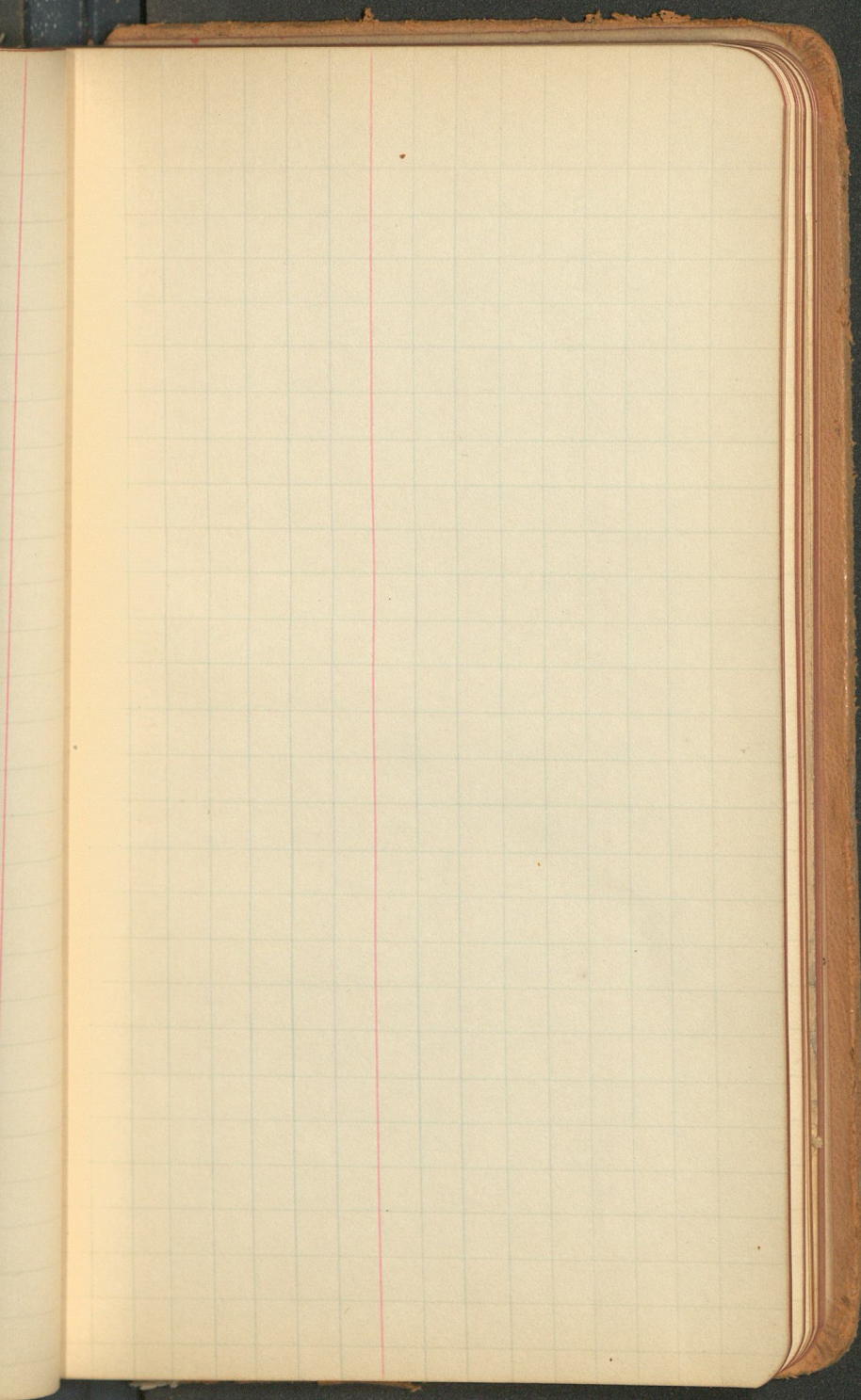
3

+

+

2

1



+

+

+

+

+

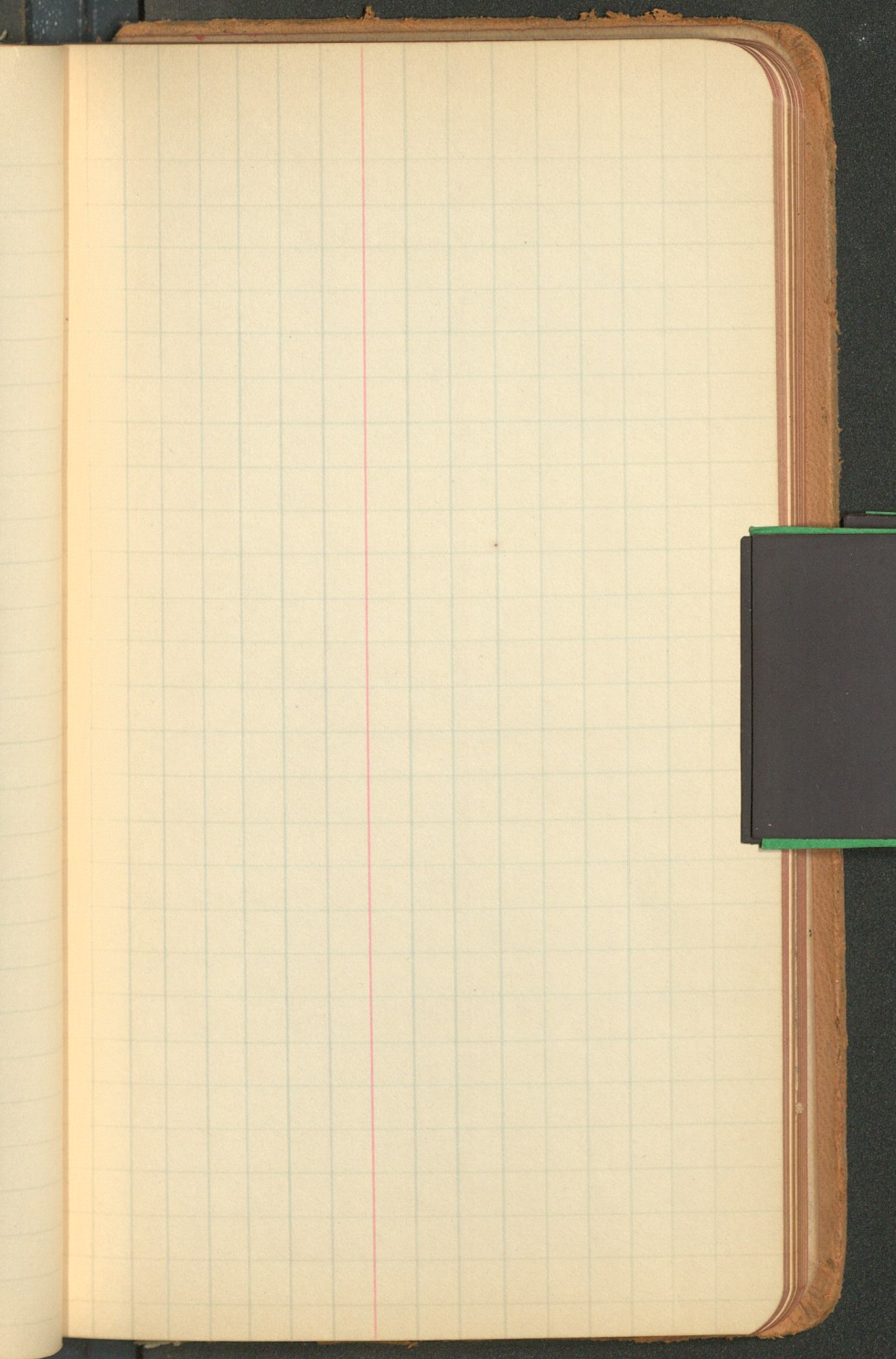
+

+

+

2

1



+

+

✓

+

4

+

+

3

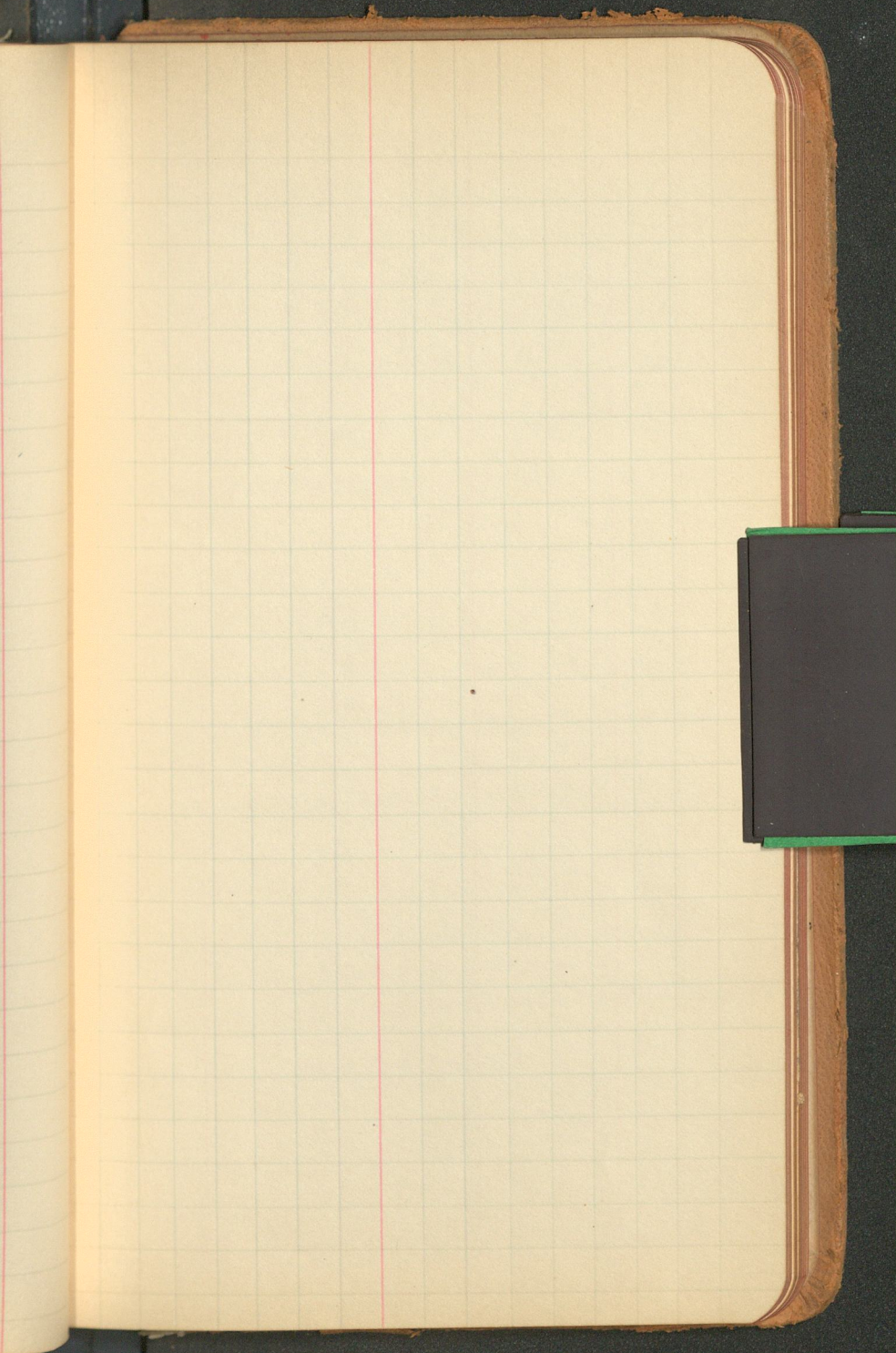
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+

2

7

1



+

+

+

+

+

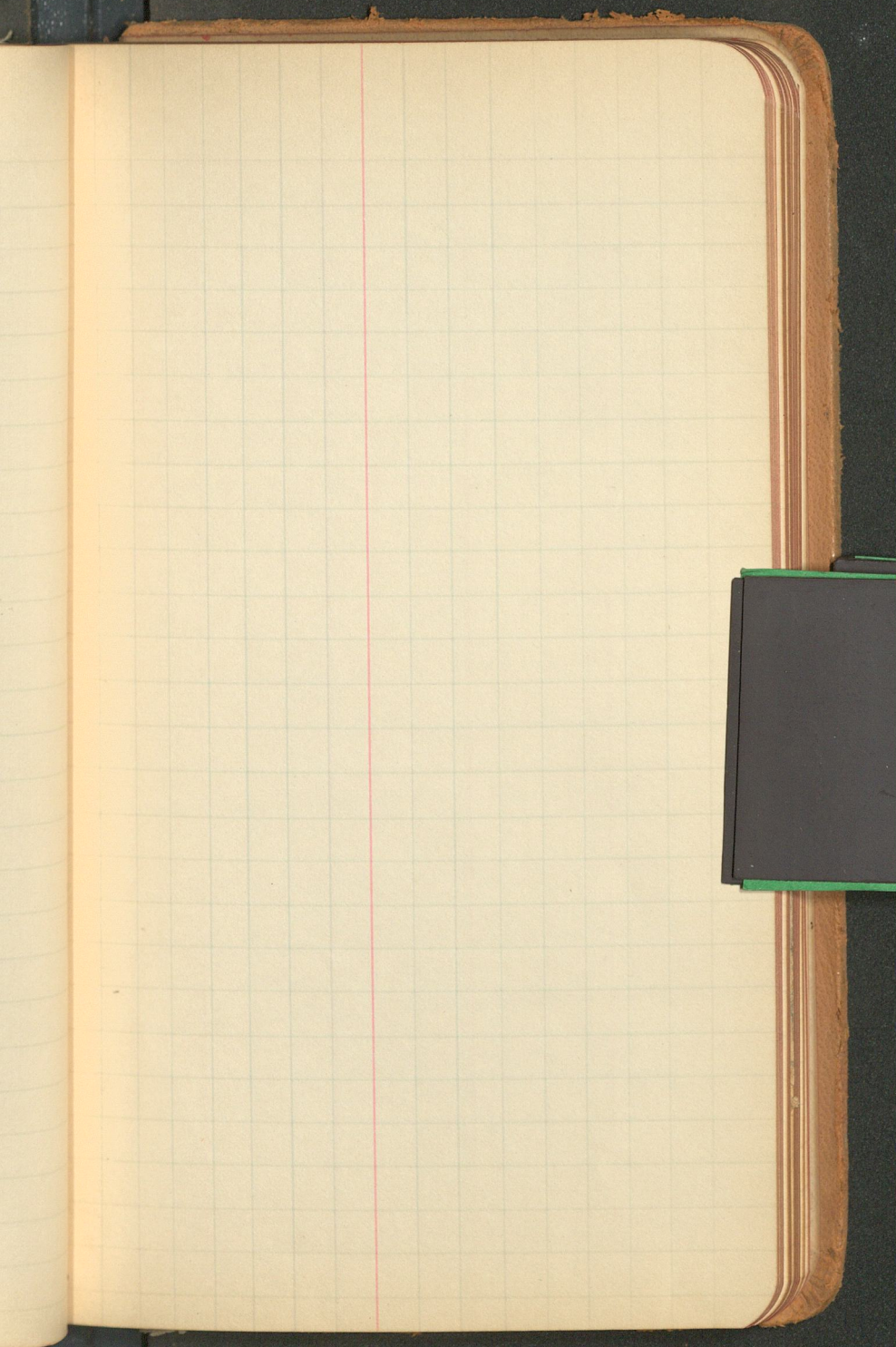
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2



+

+

+

+4

4

+

+4

3

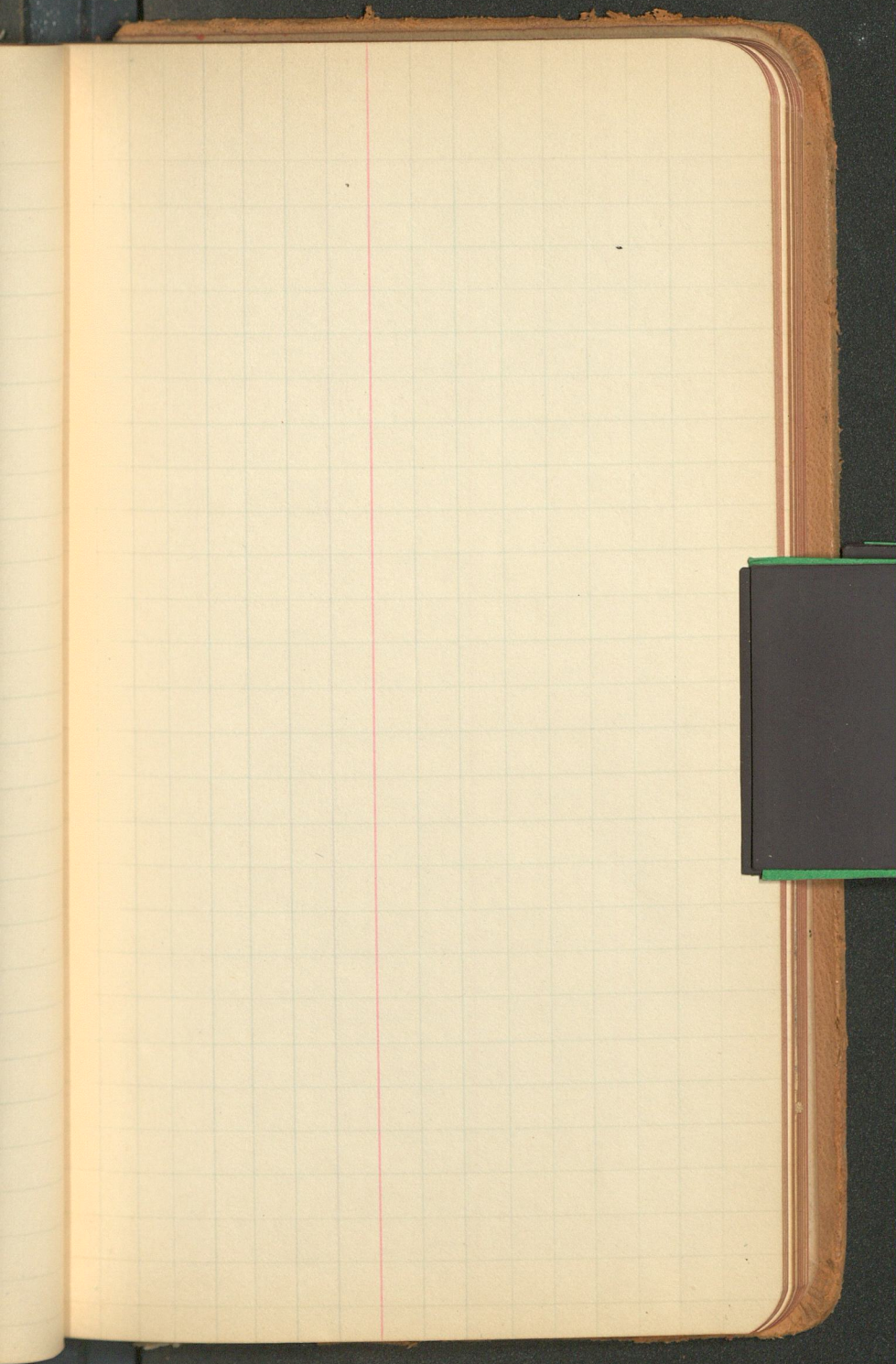
+

+4

2

+

1



+

+

4

+4

4

+

+4

3

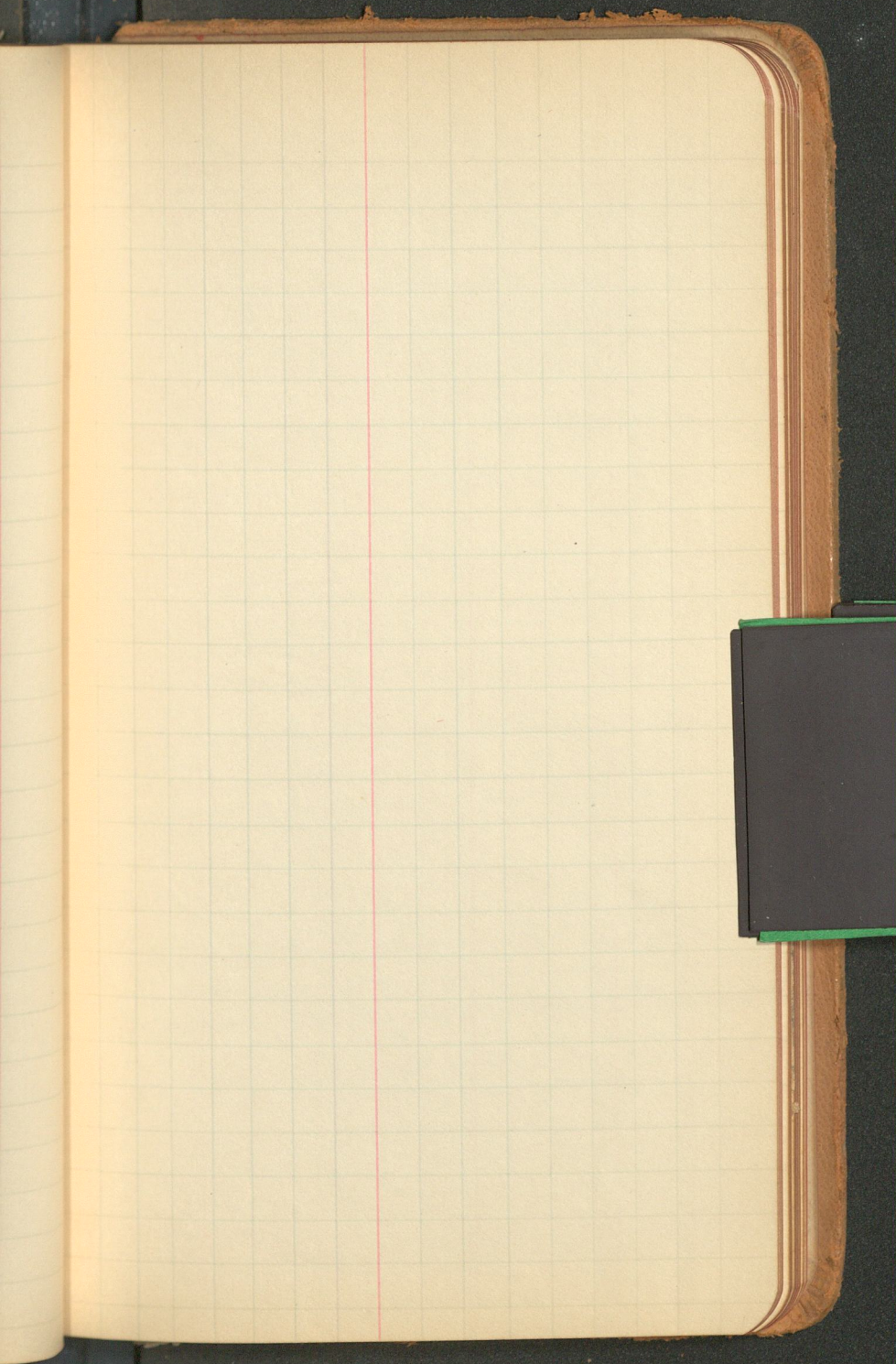
+

+4

2

3

1



+

+

✓

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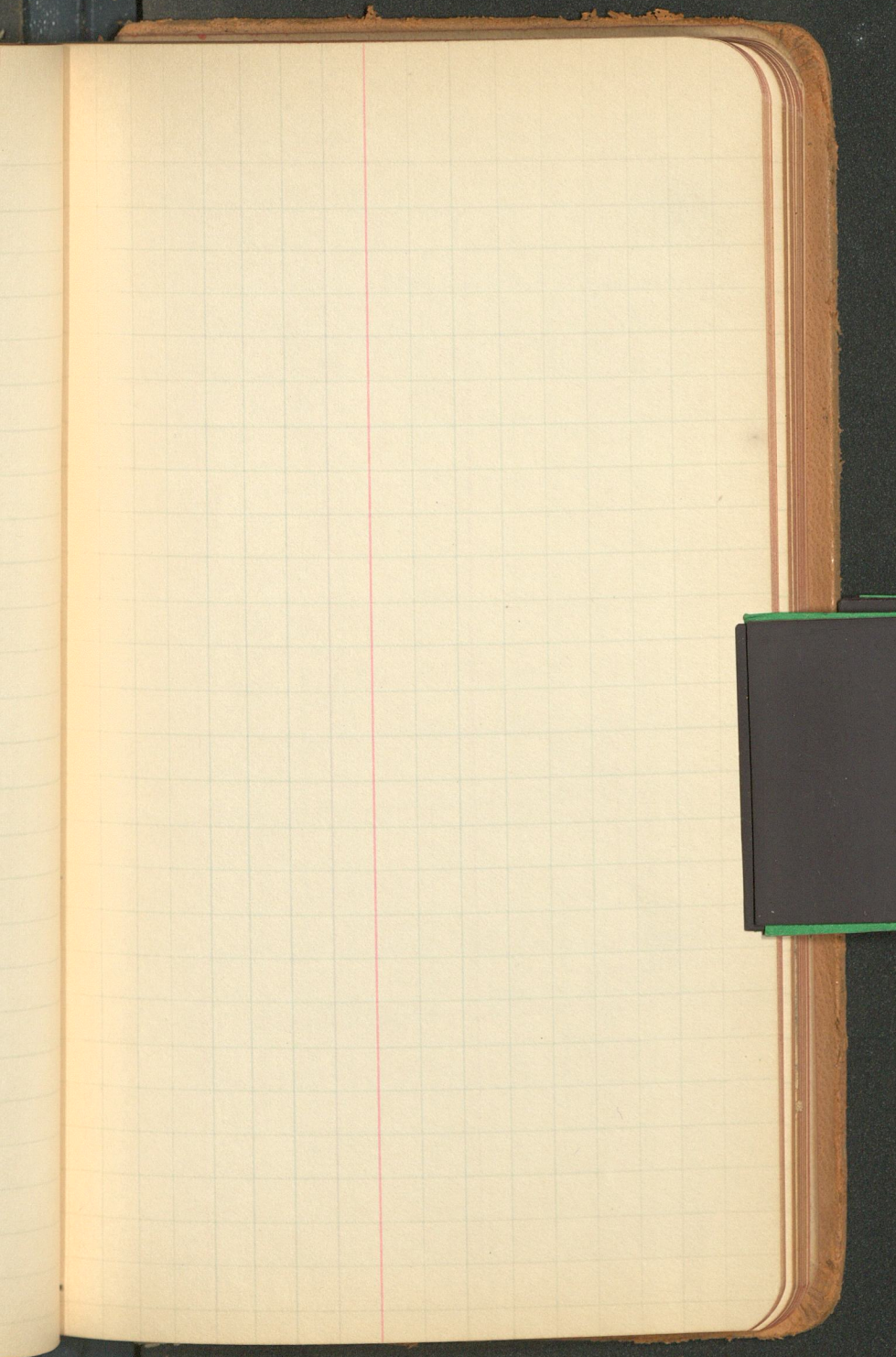
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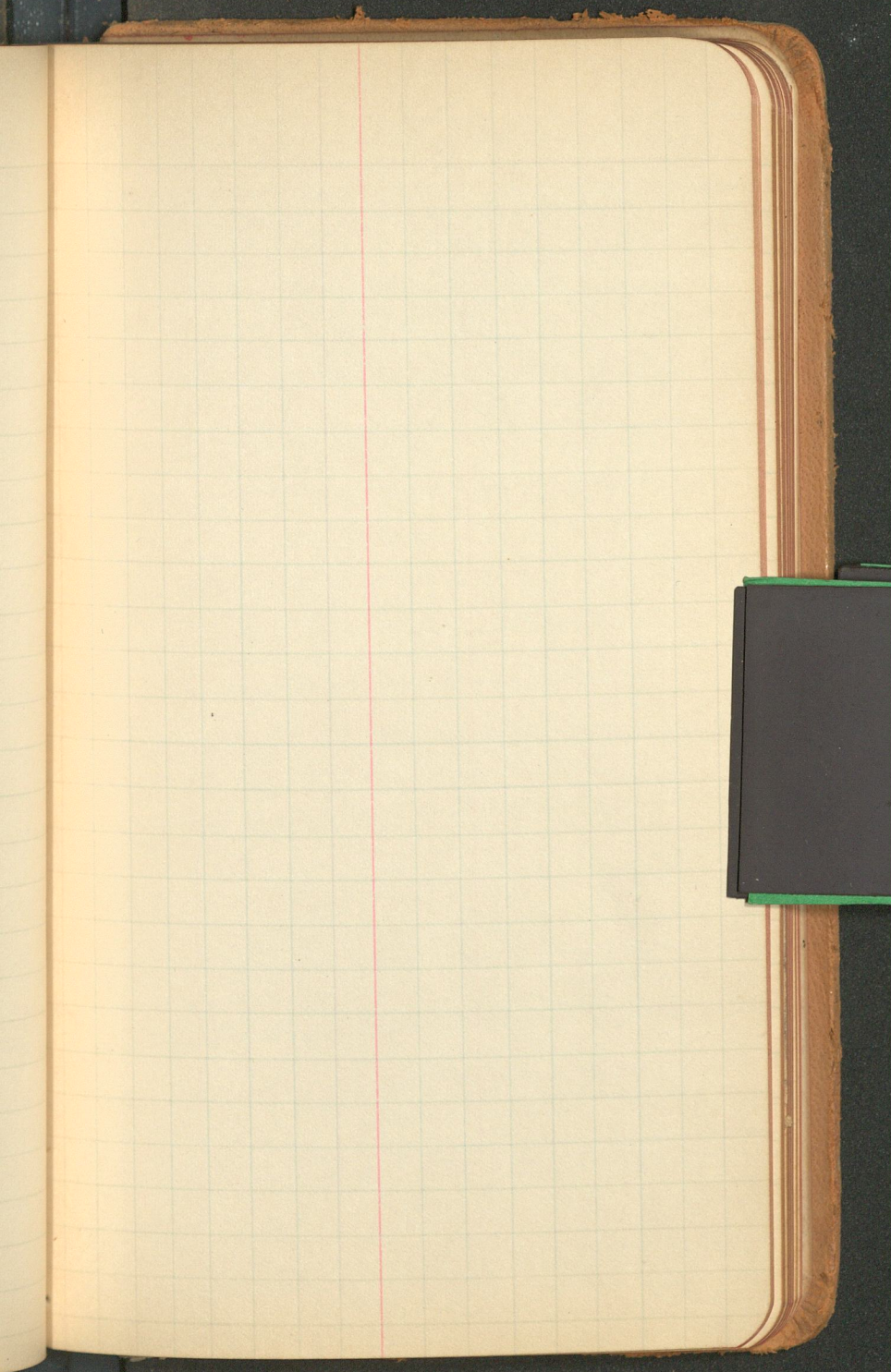
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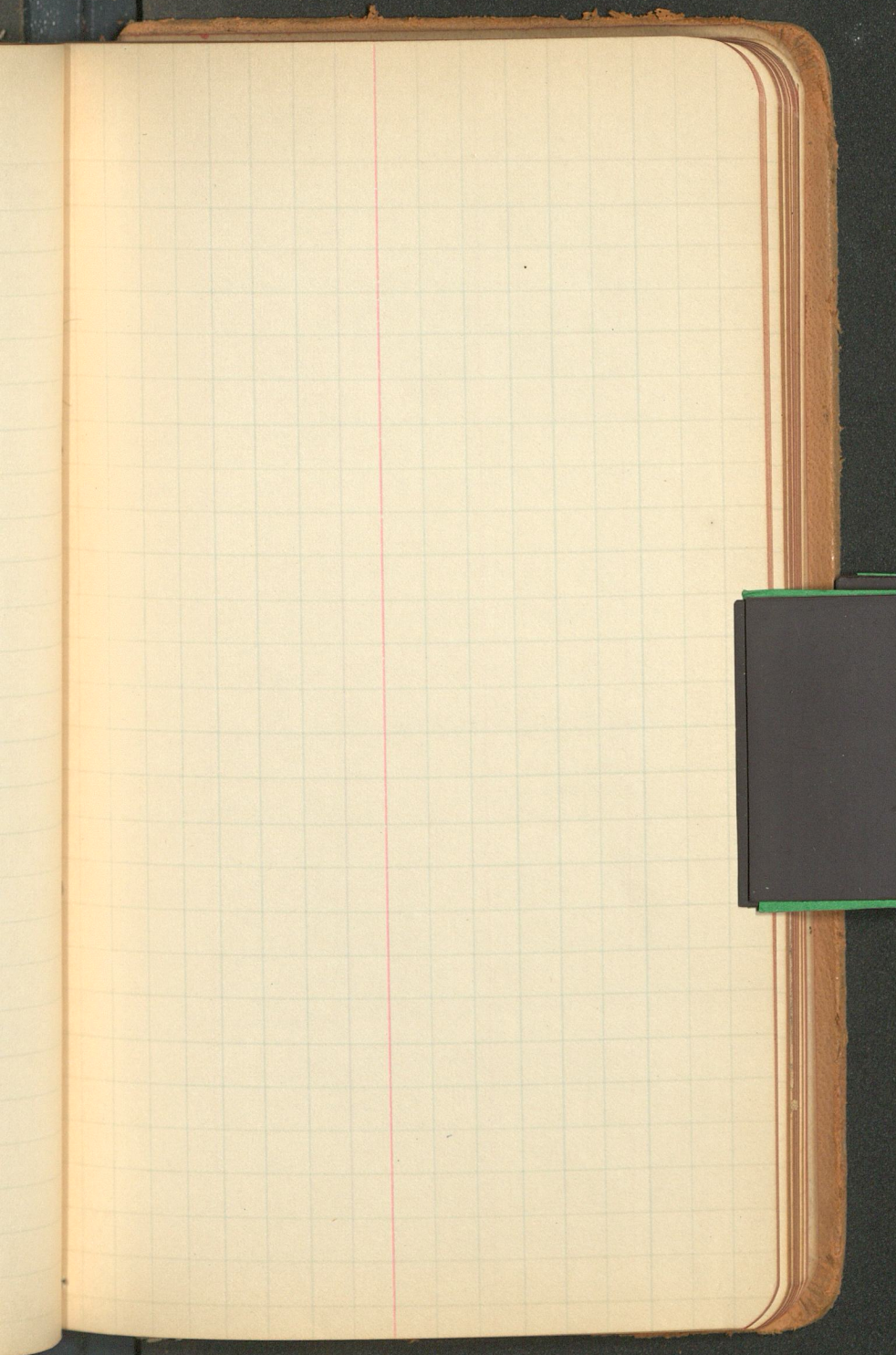
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4

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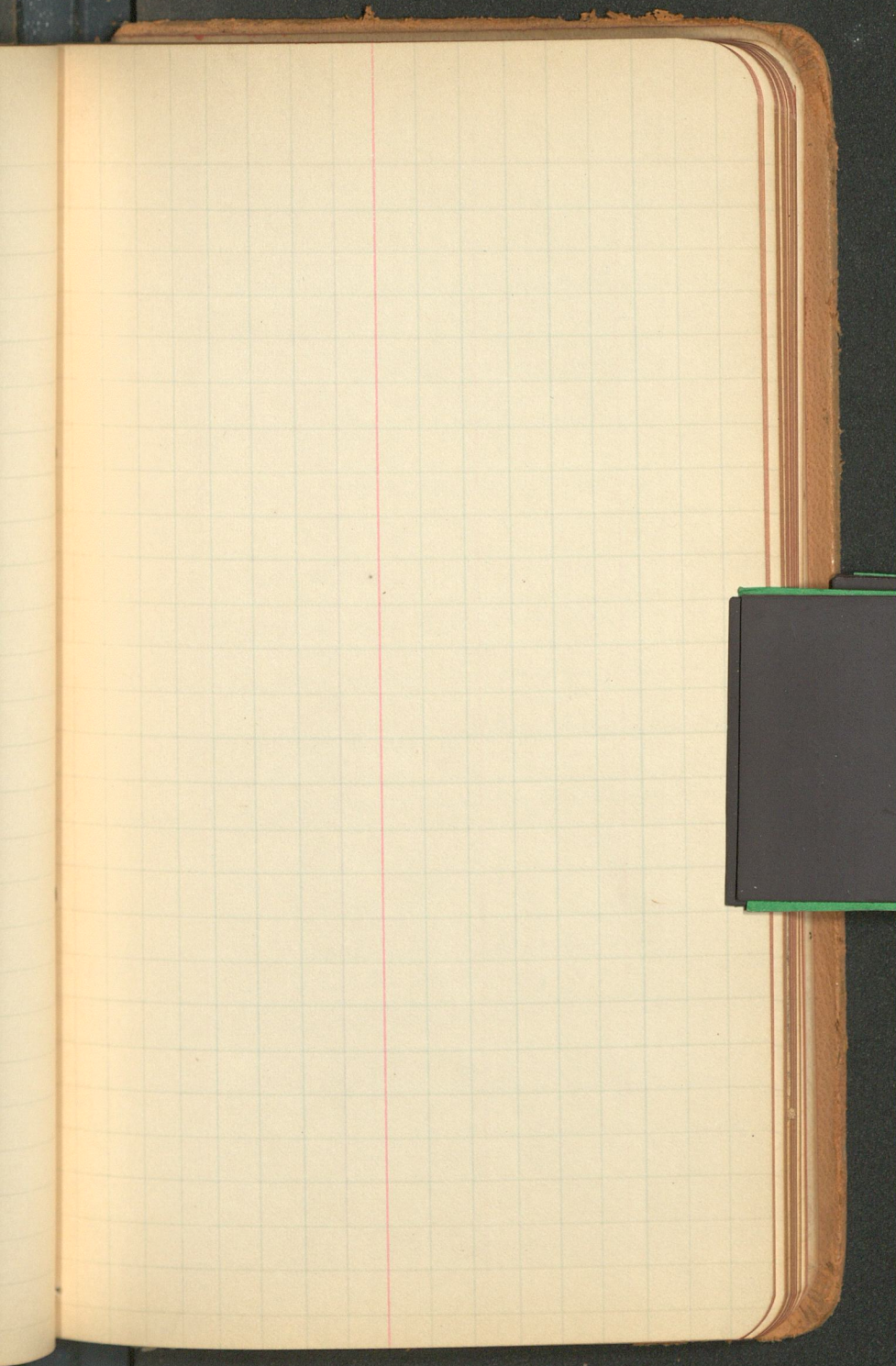
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3

+

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2



+

+

+

+

4

+

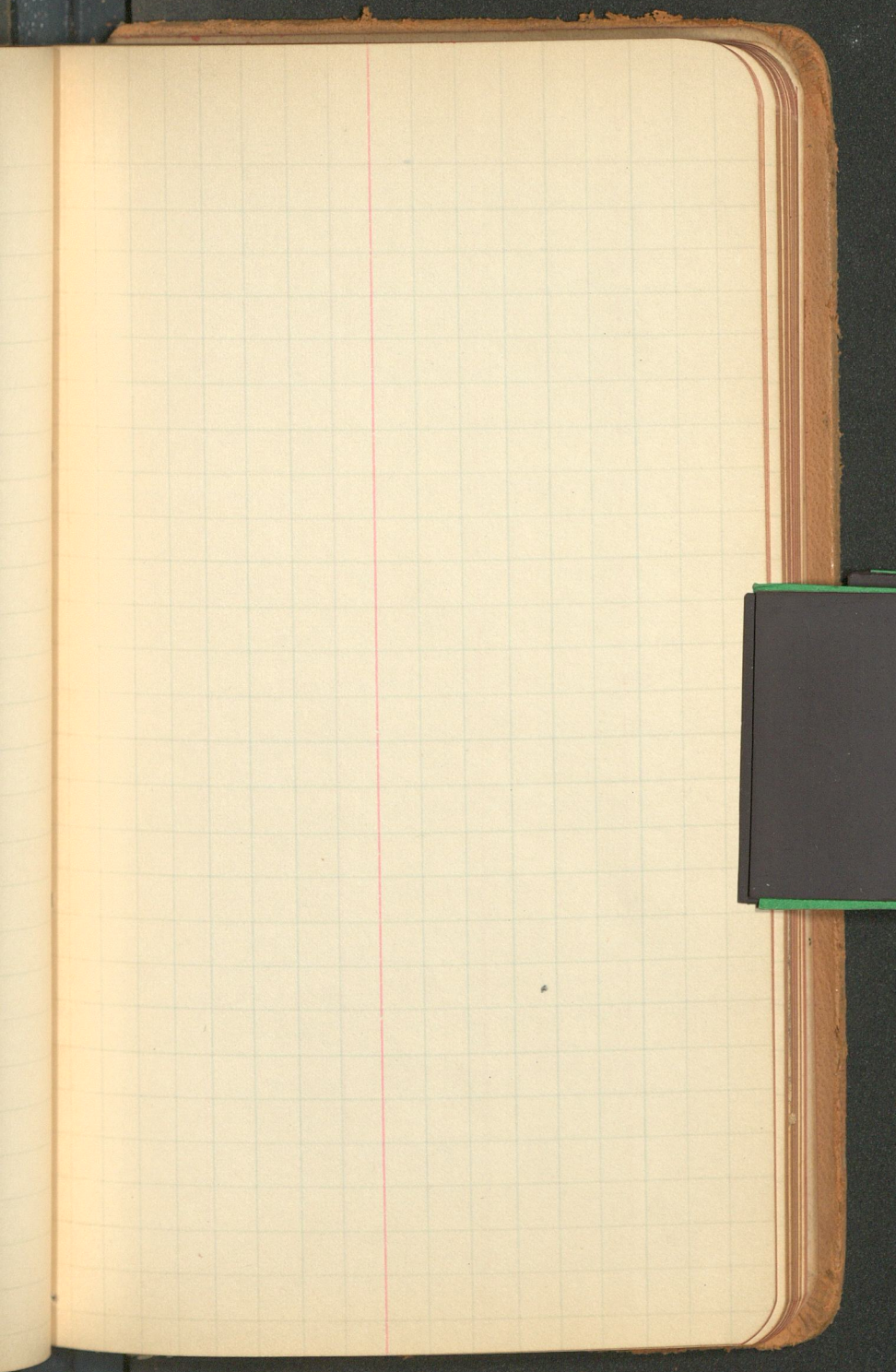
+

3

+

+

2



+2

+4

5

+4

4

+

+4

3

+

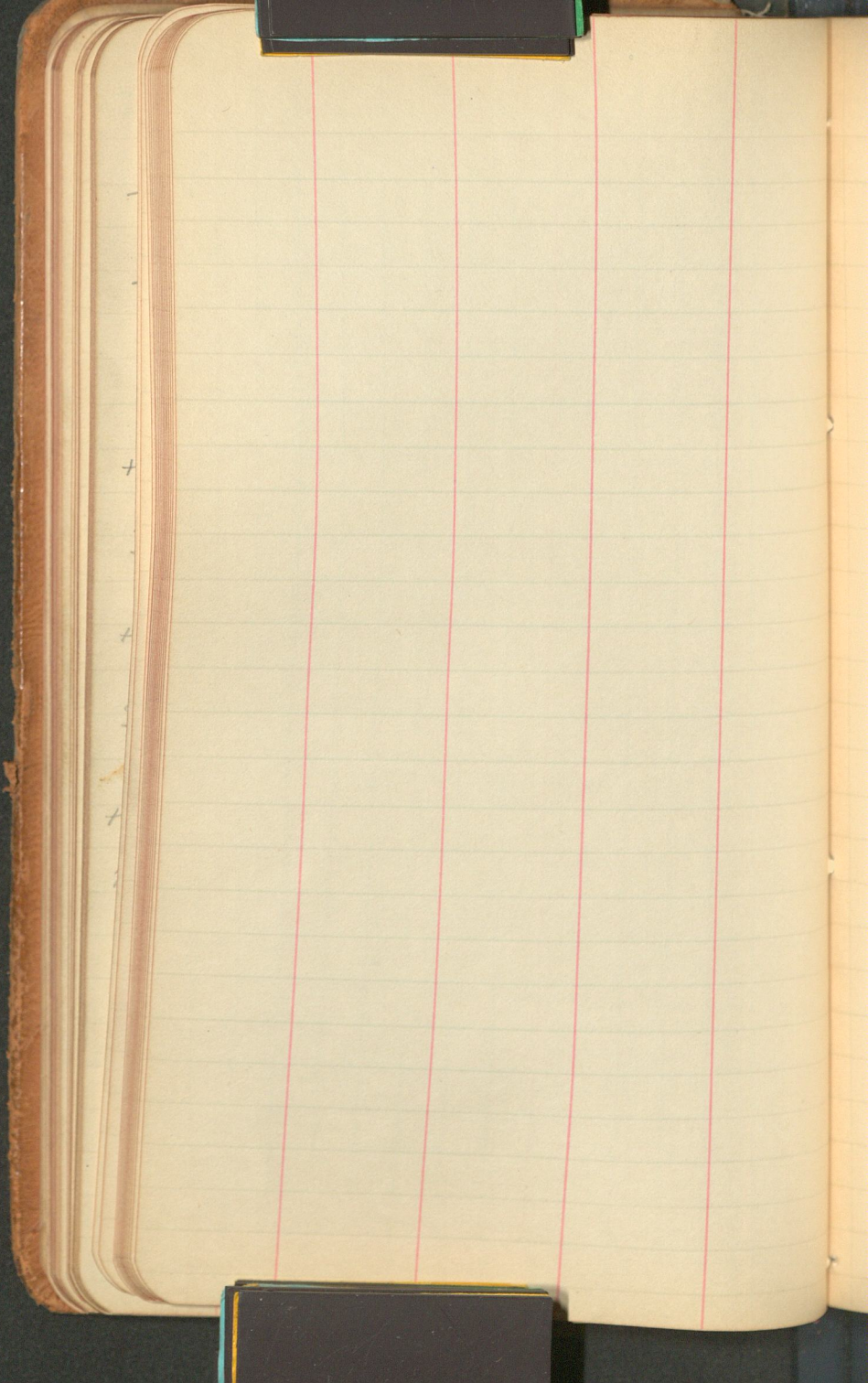
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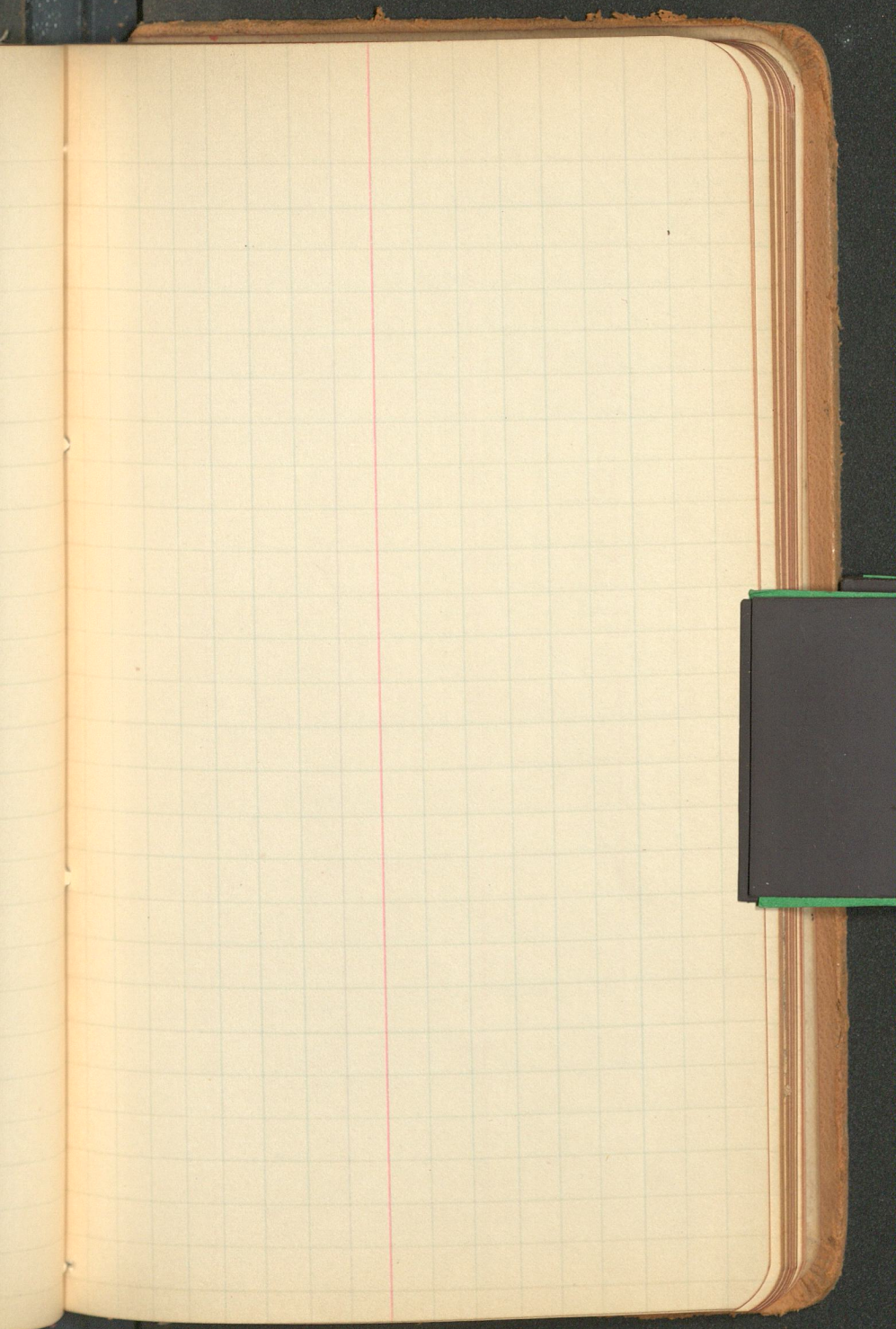
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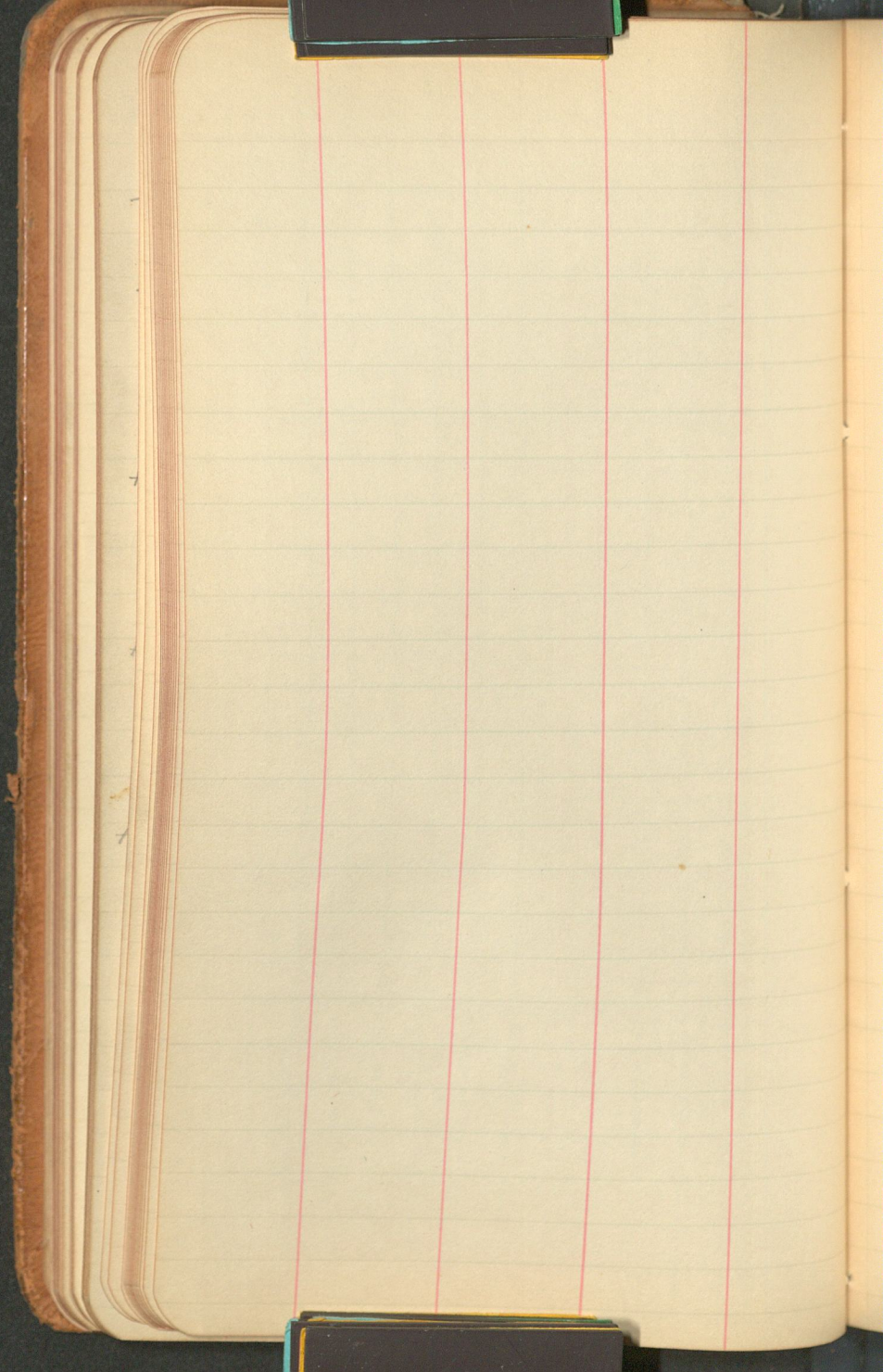
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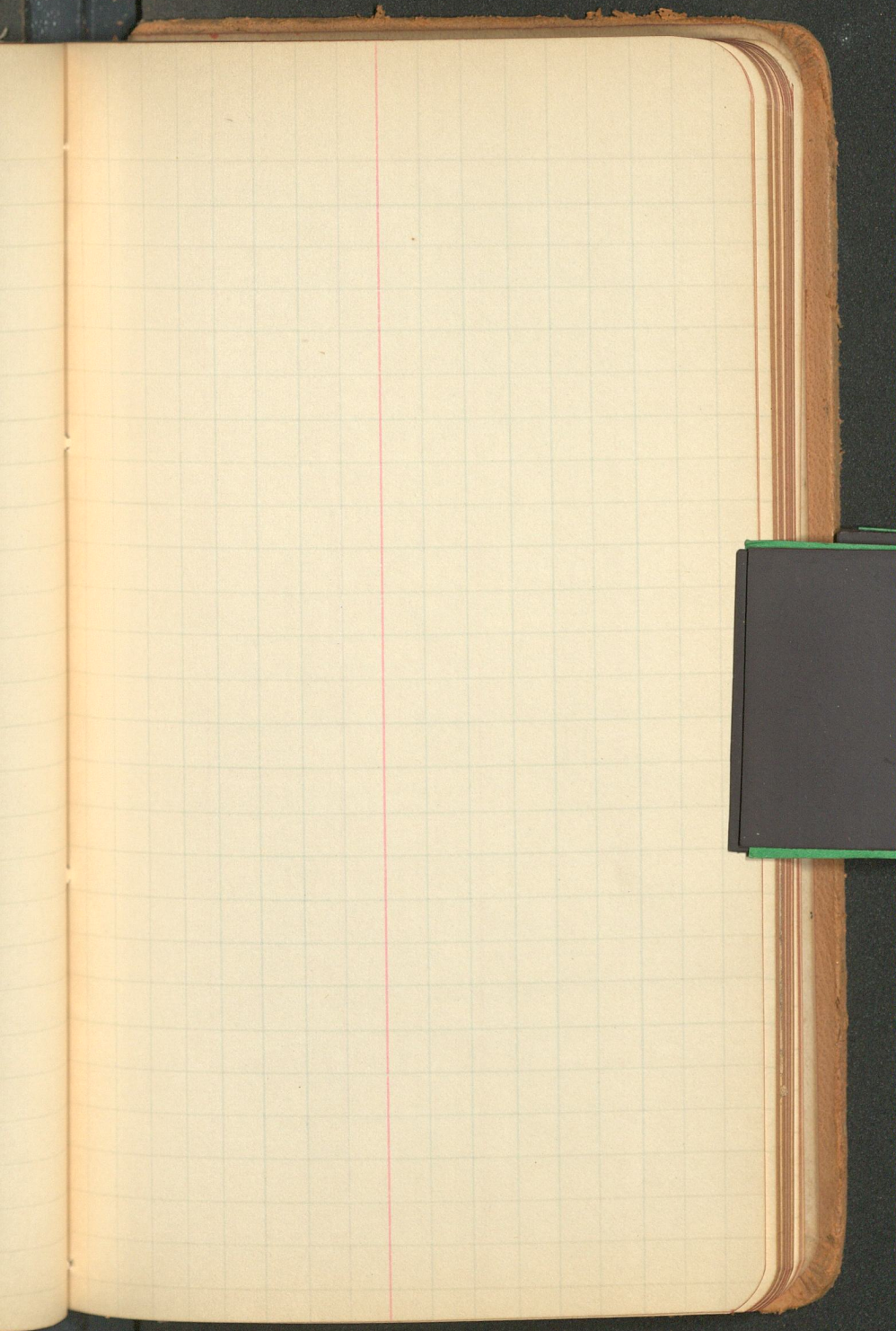
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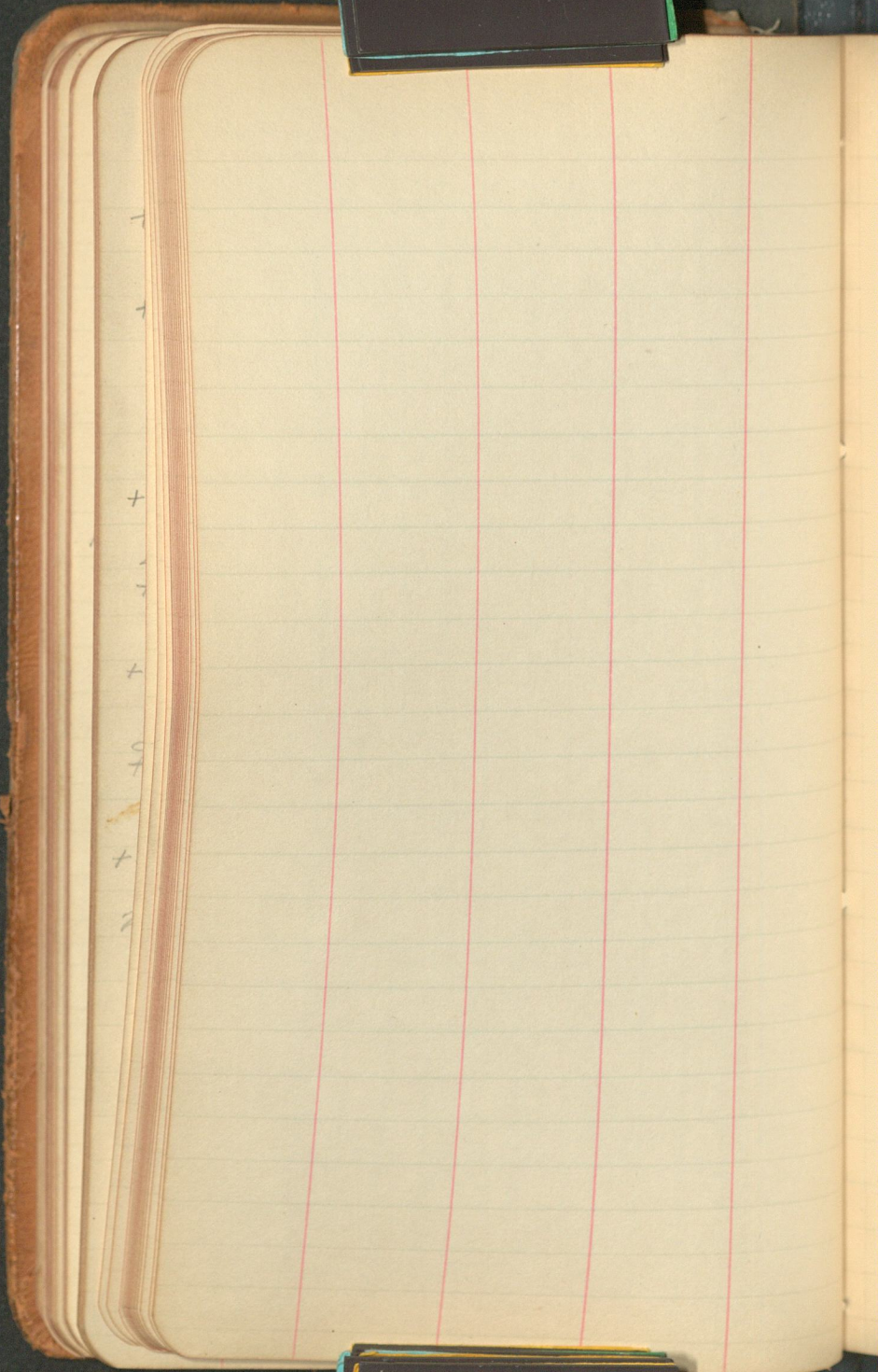


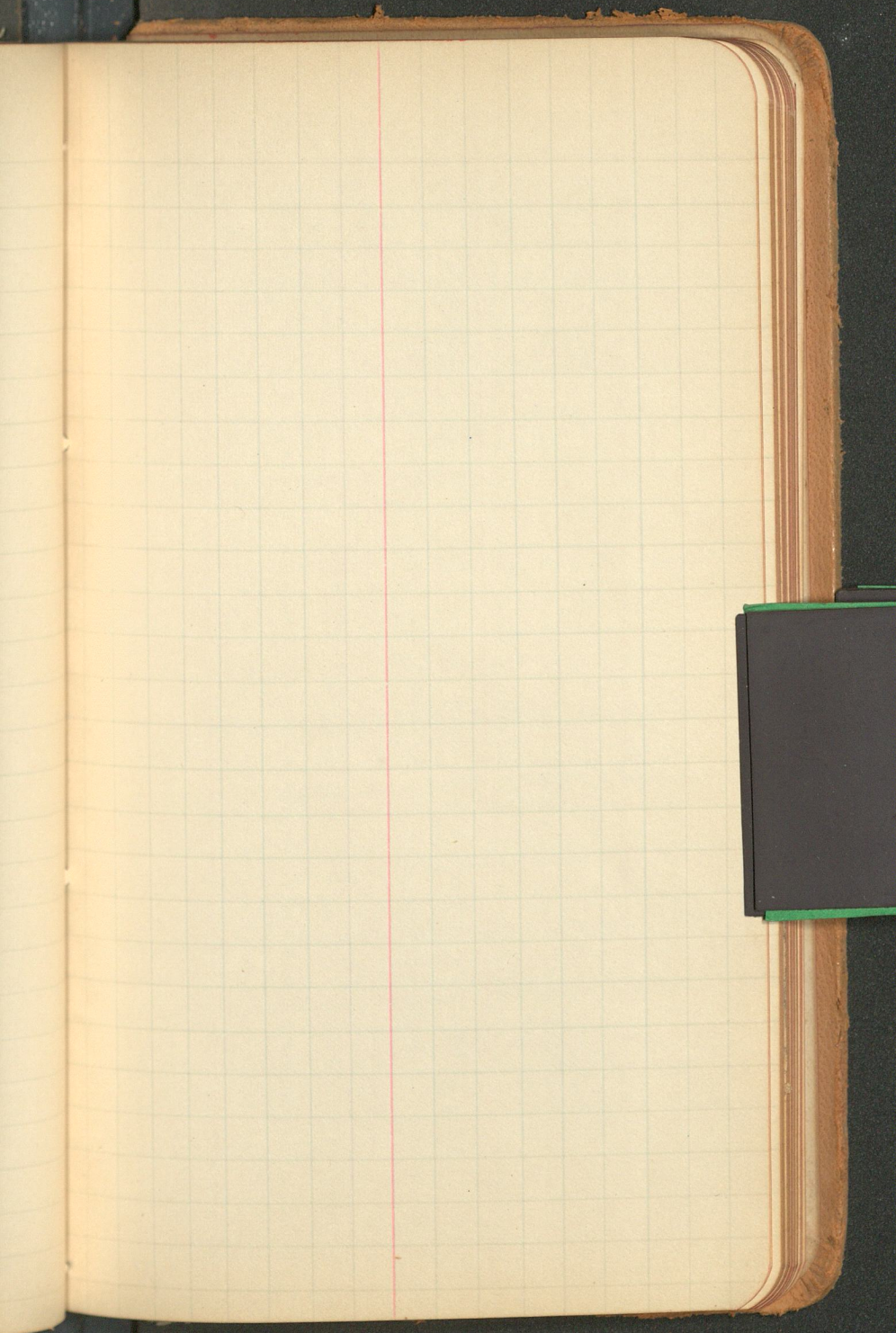


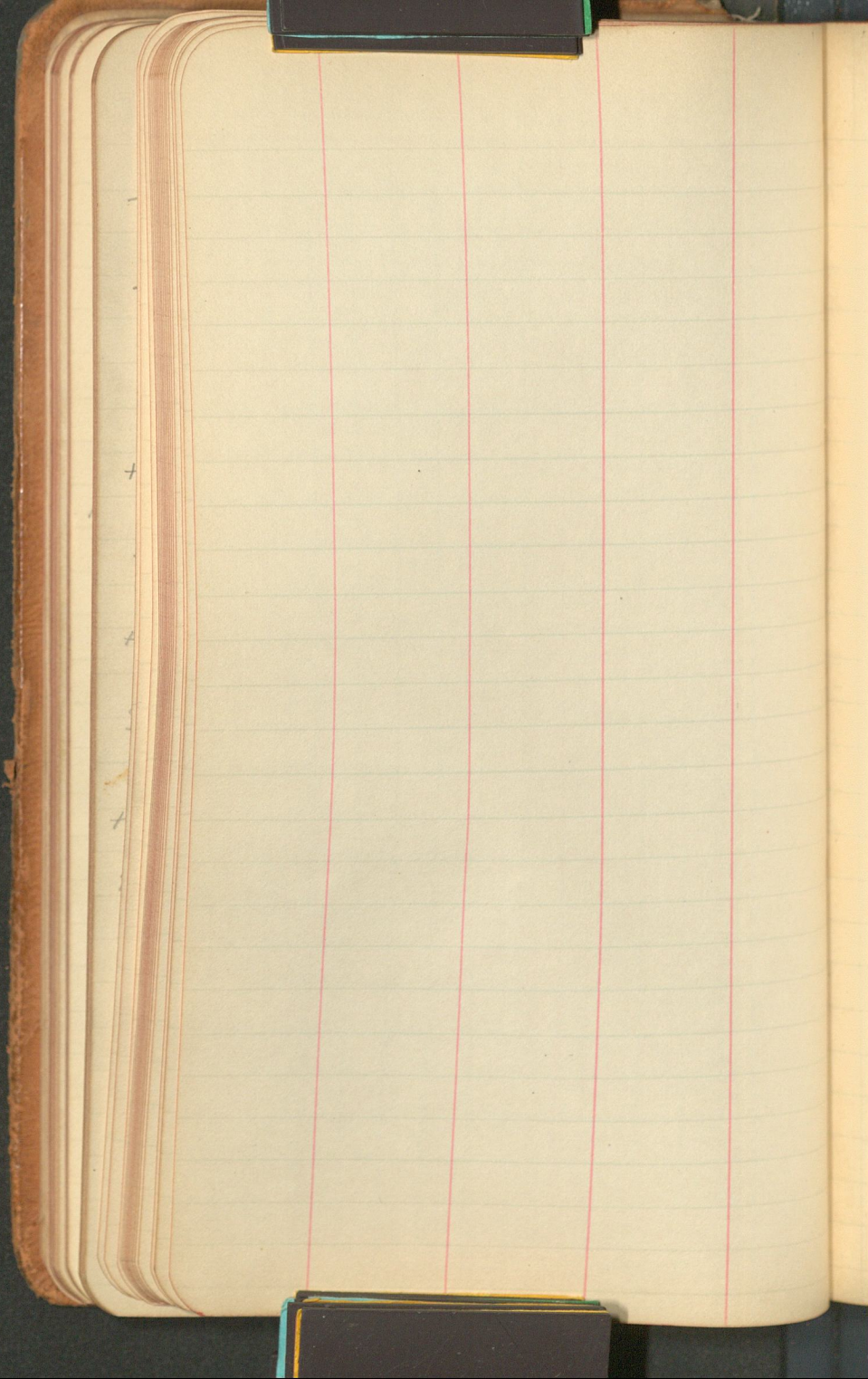


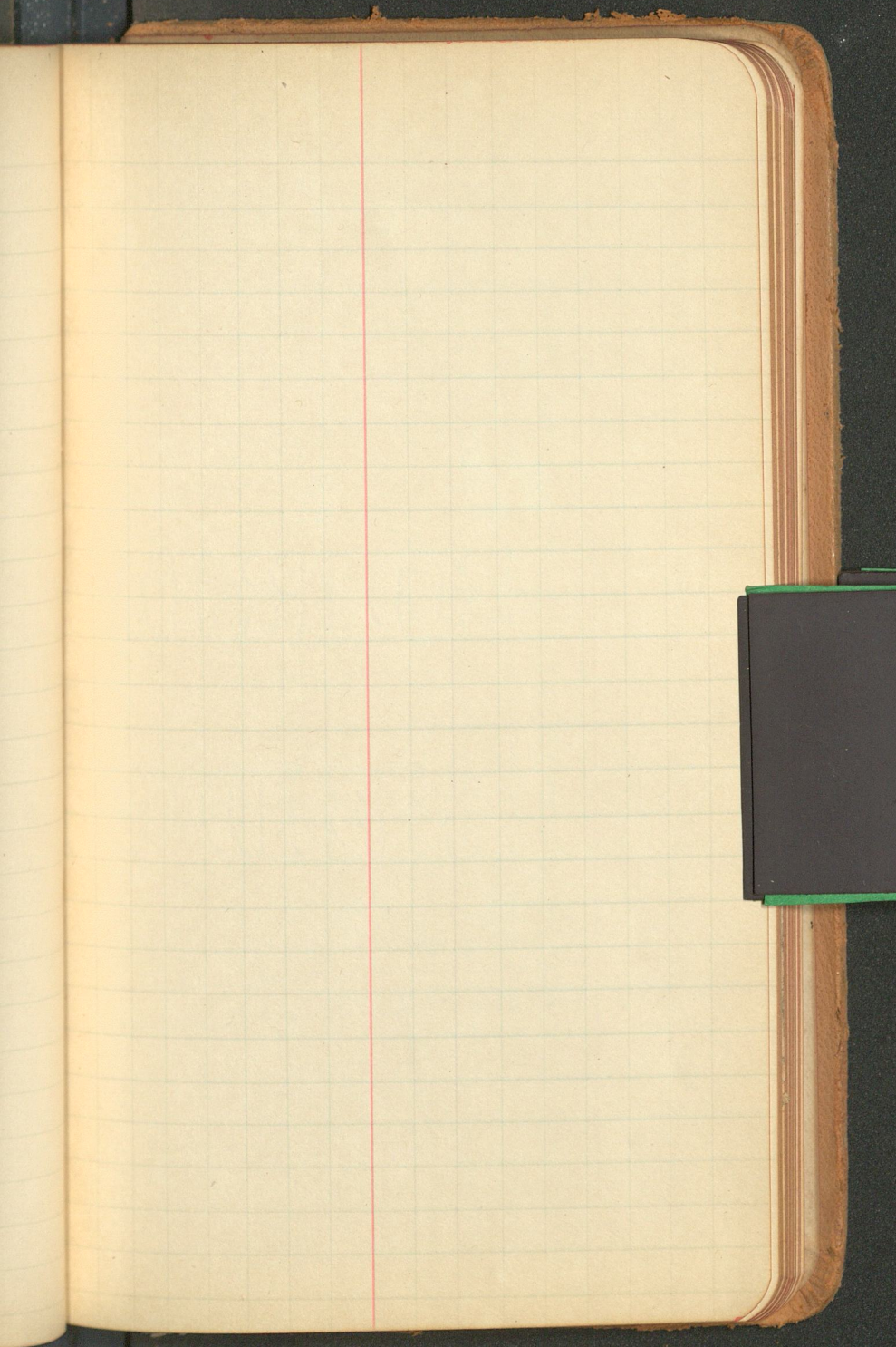


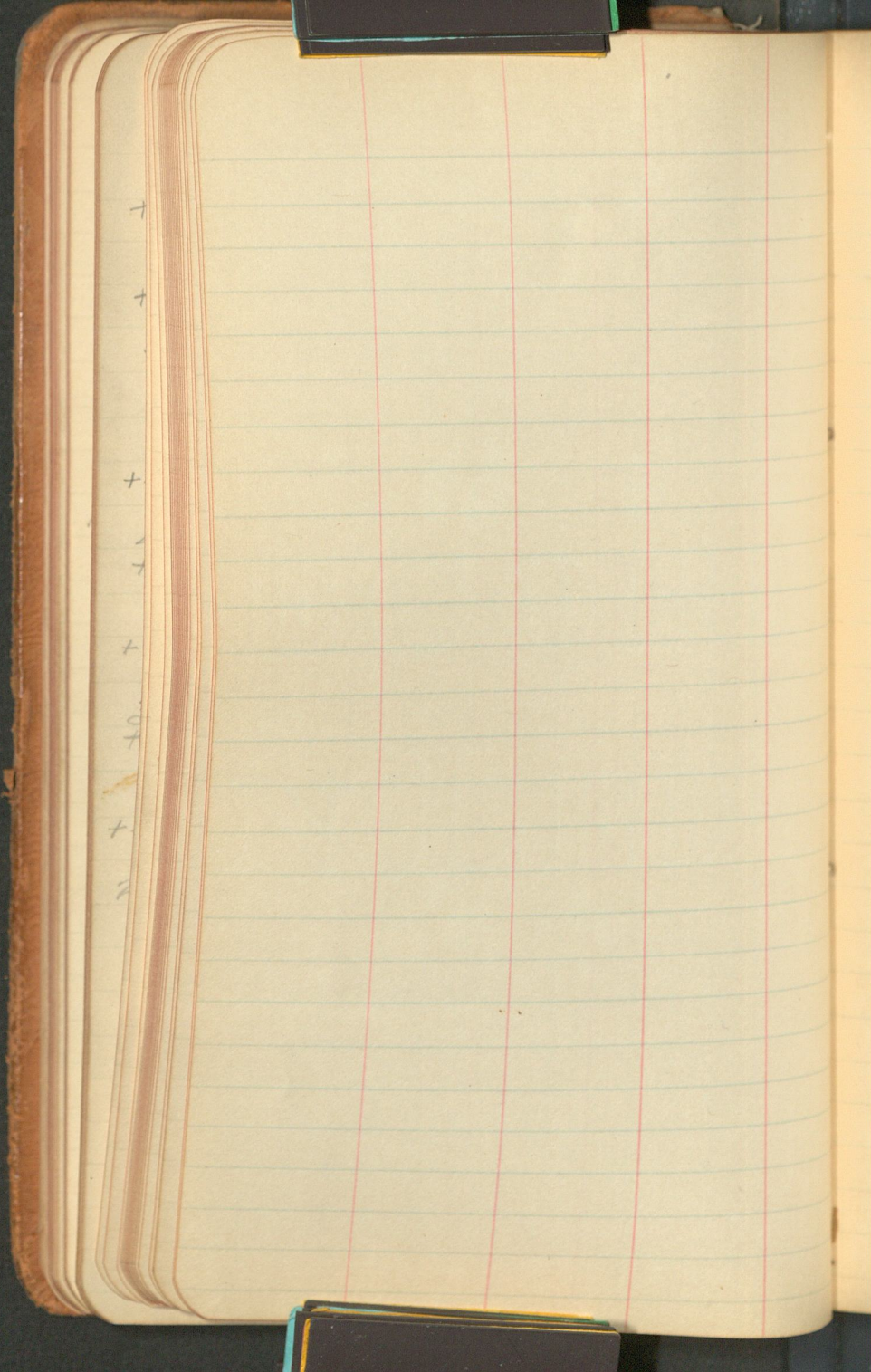


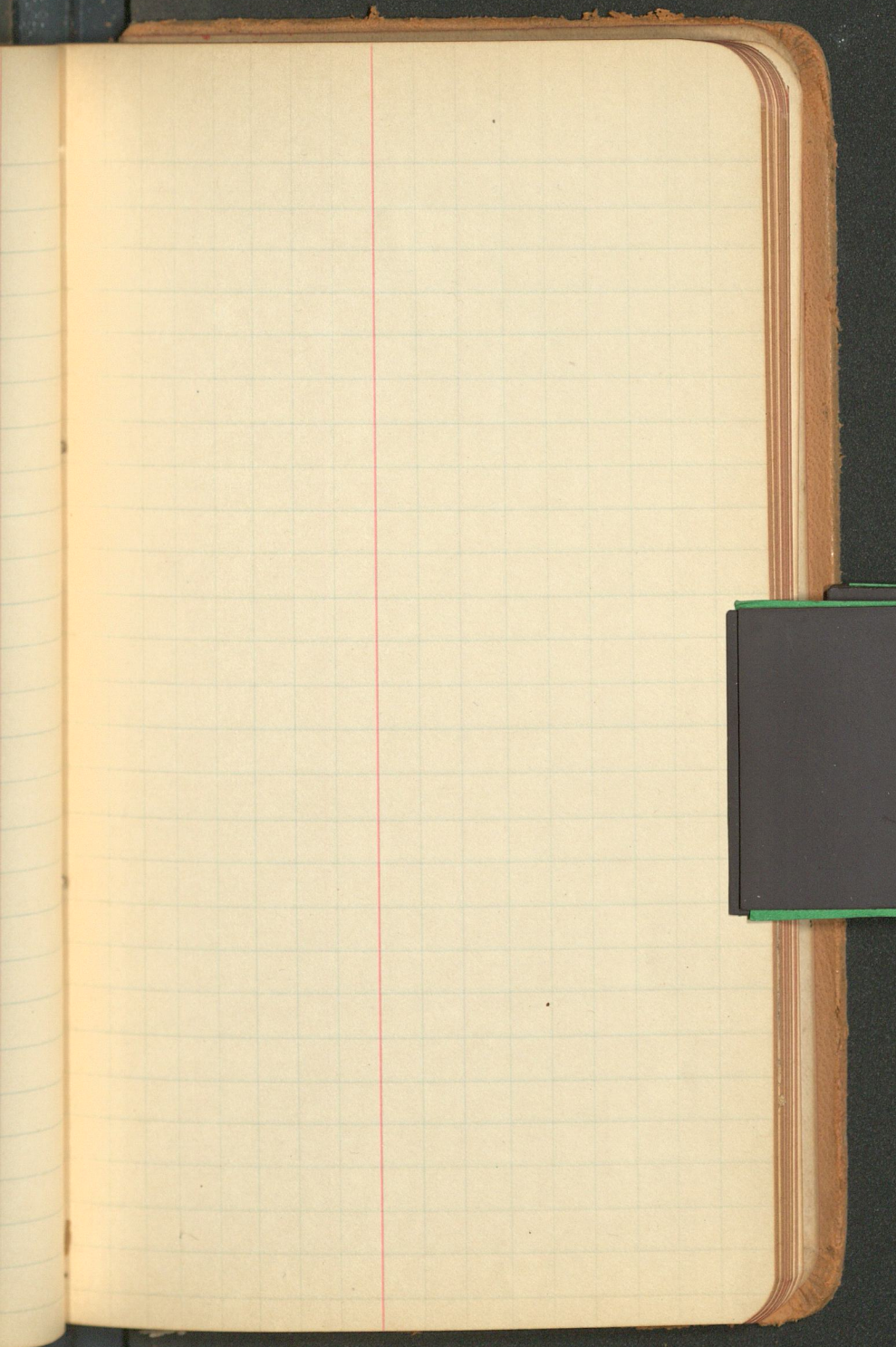


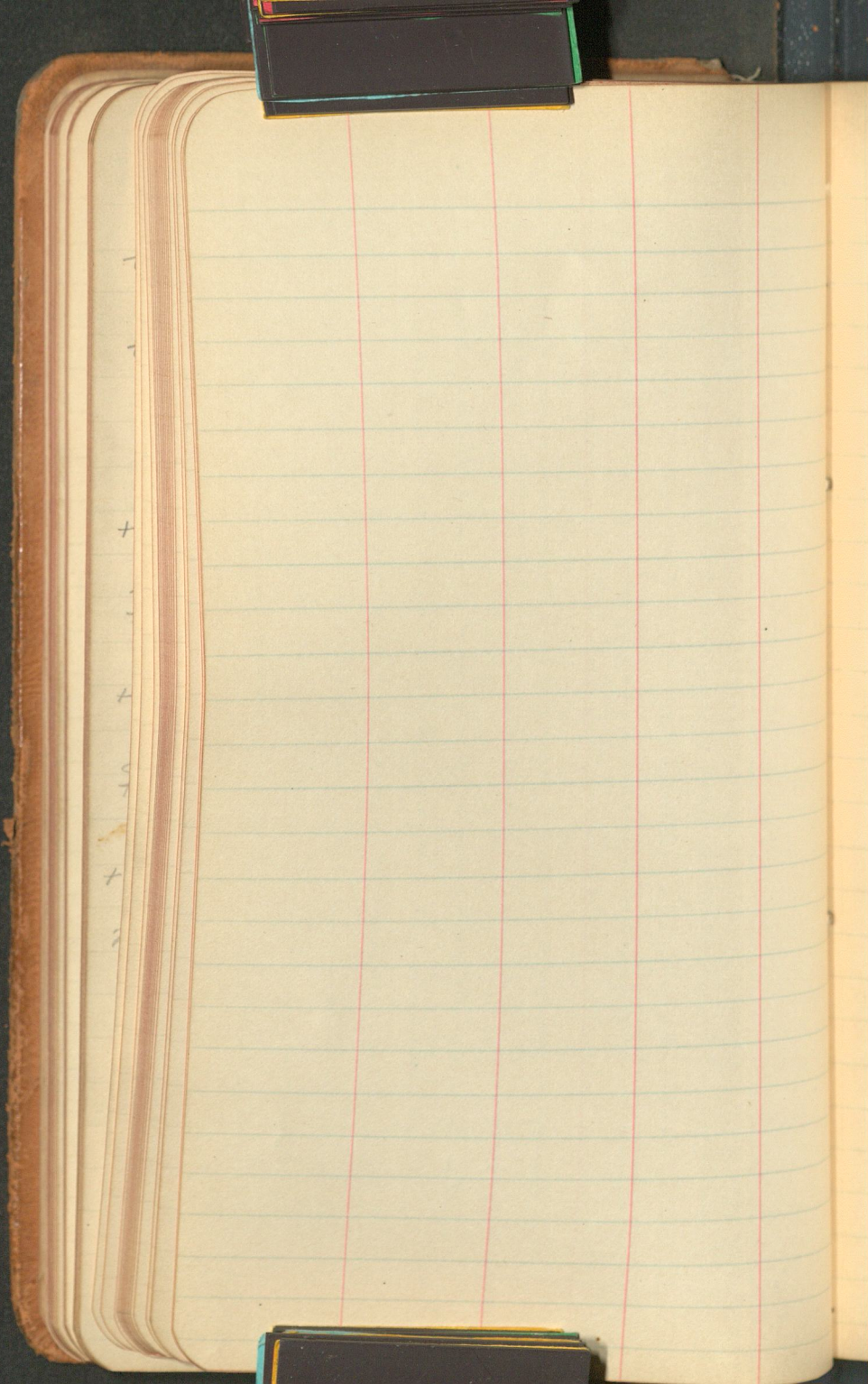


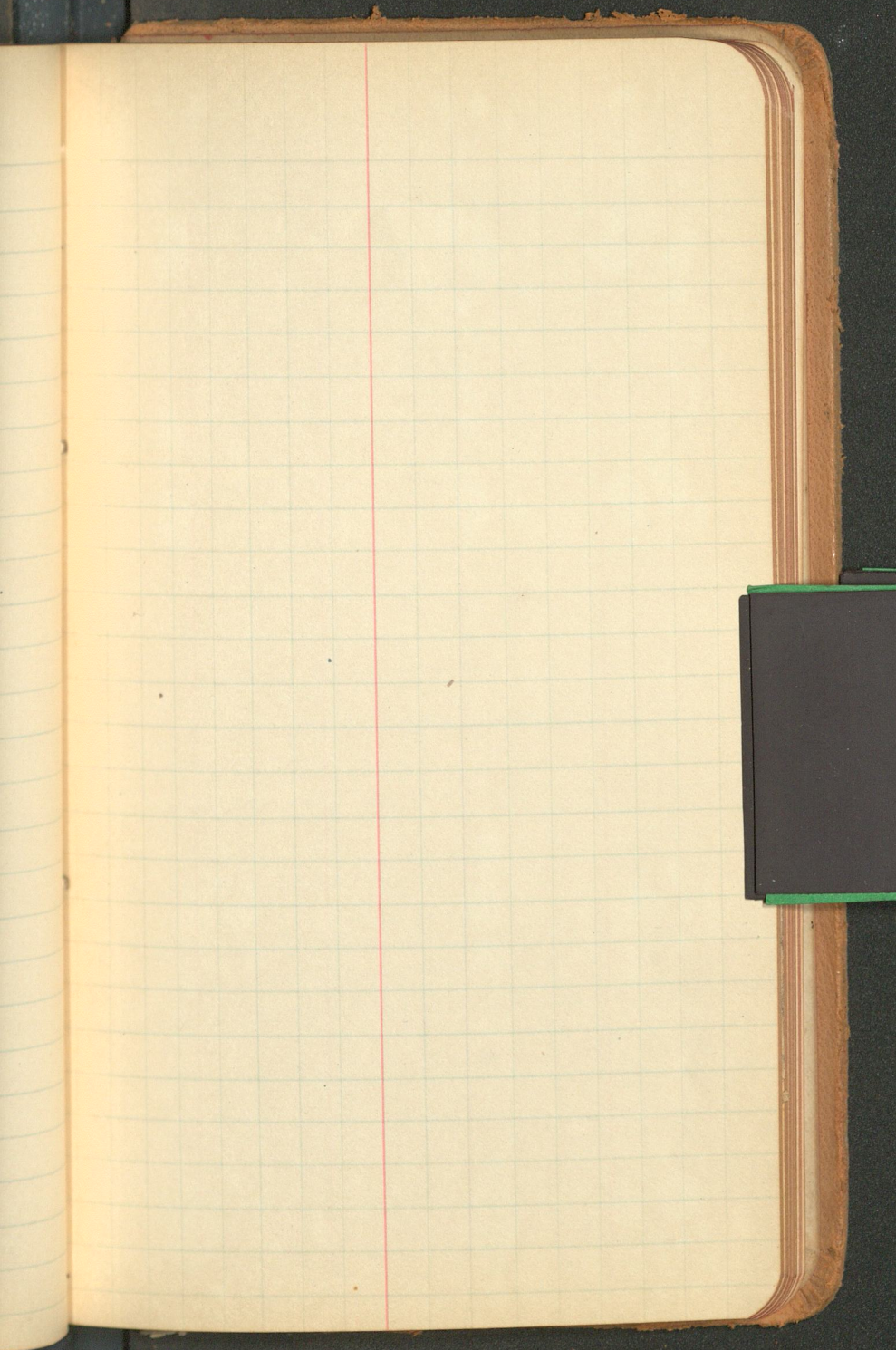


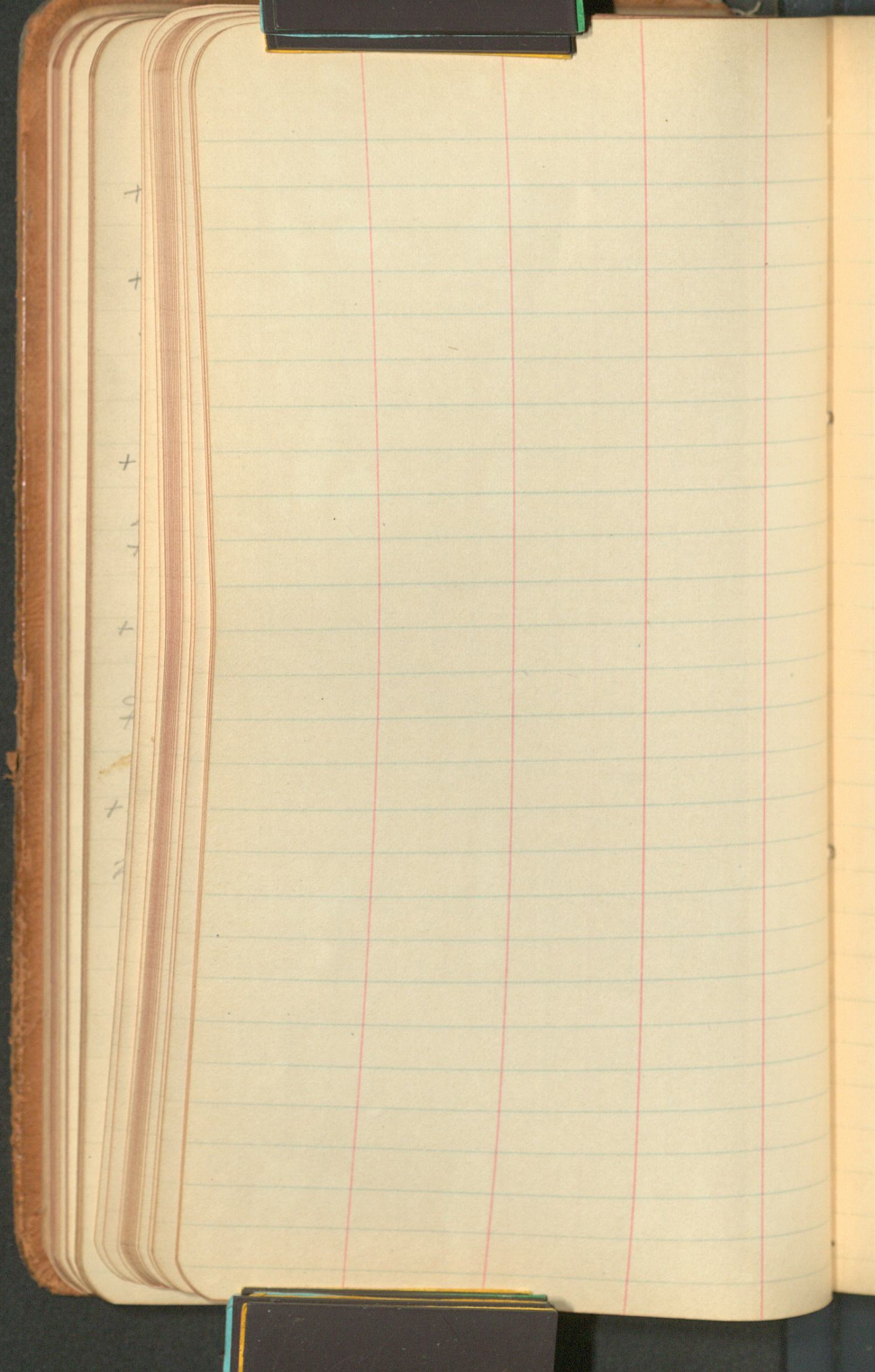


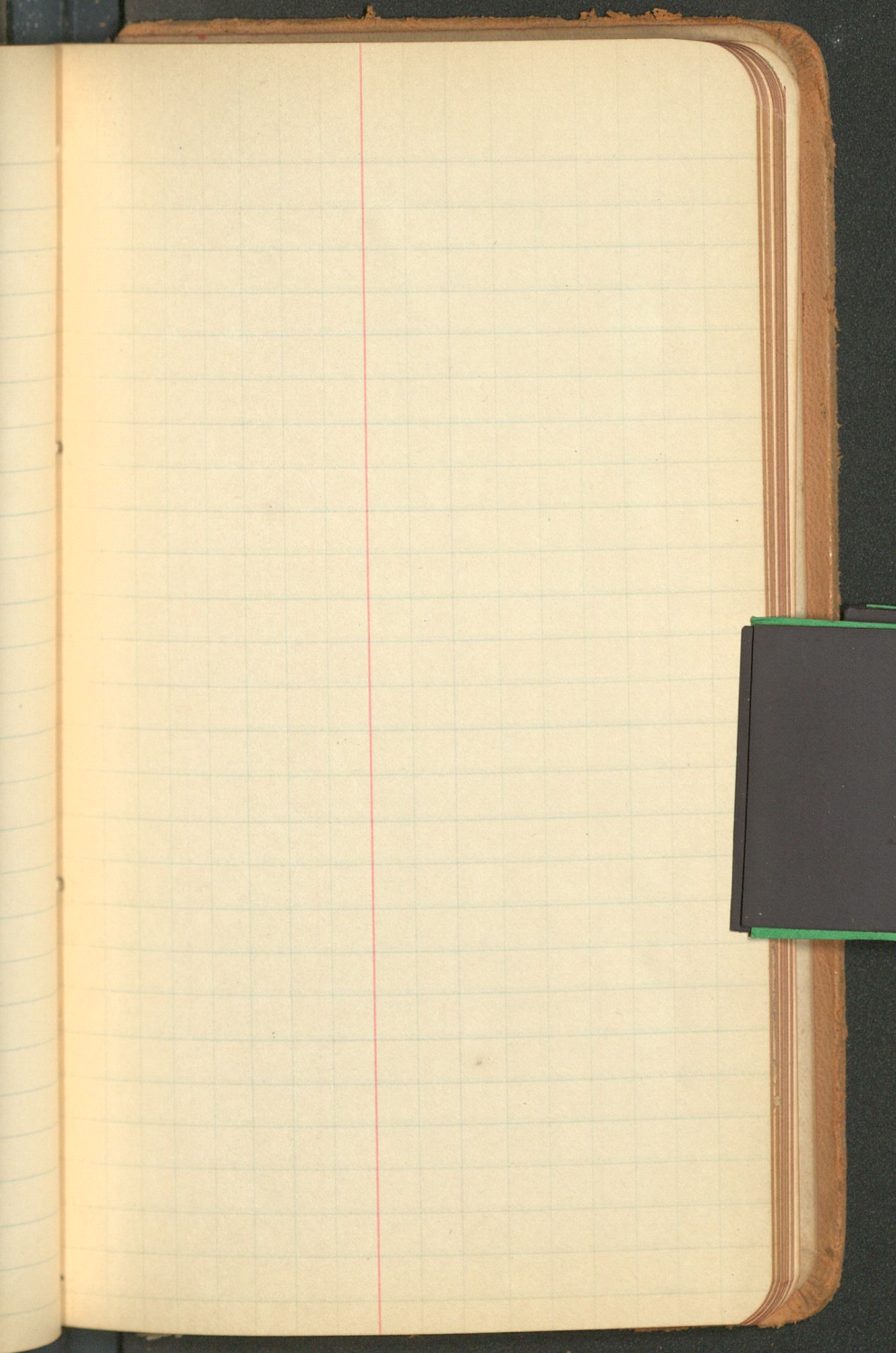


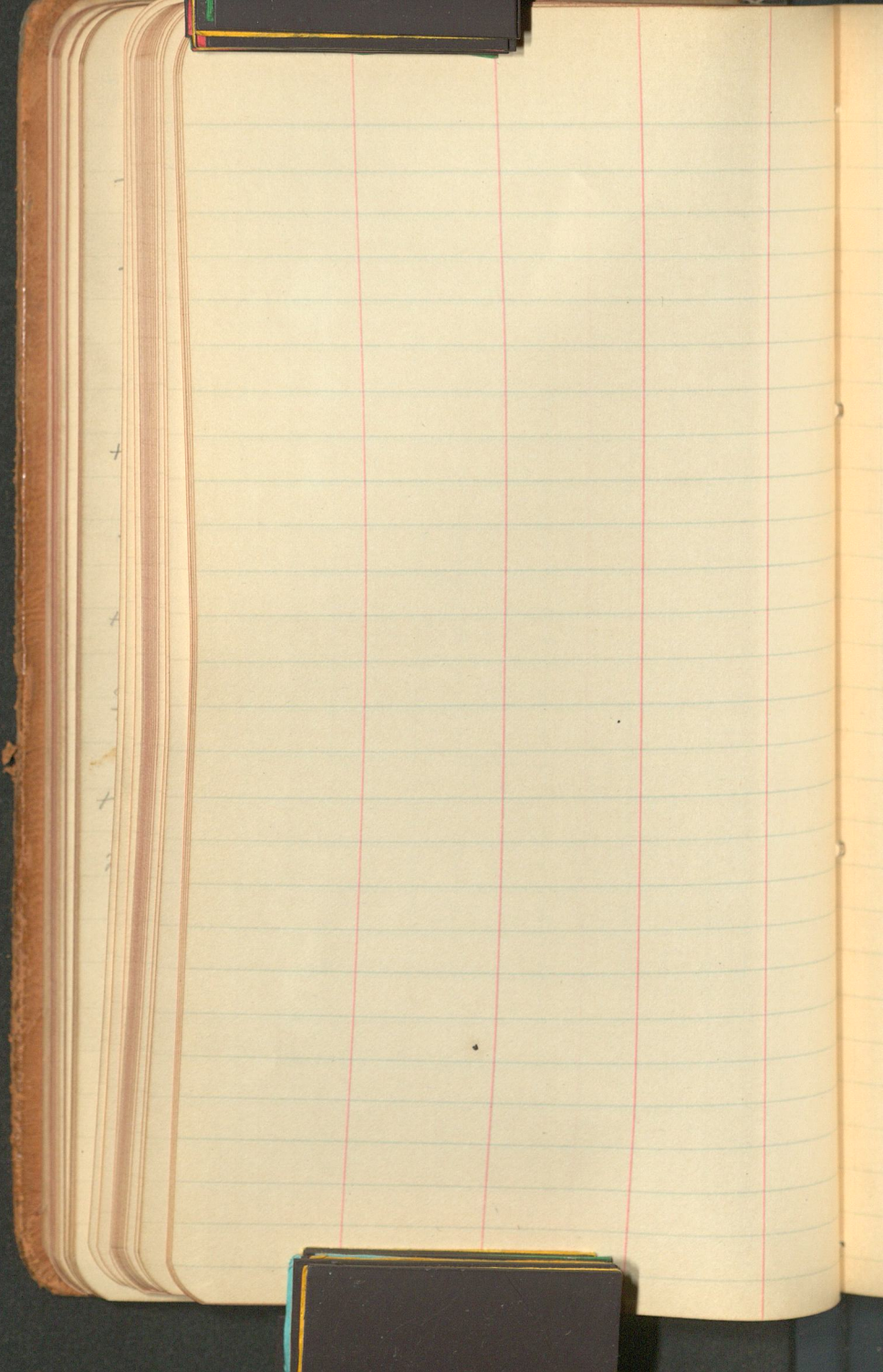


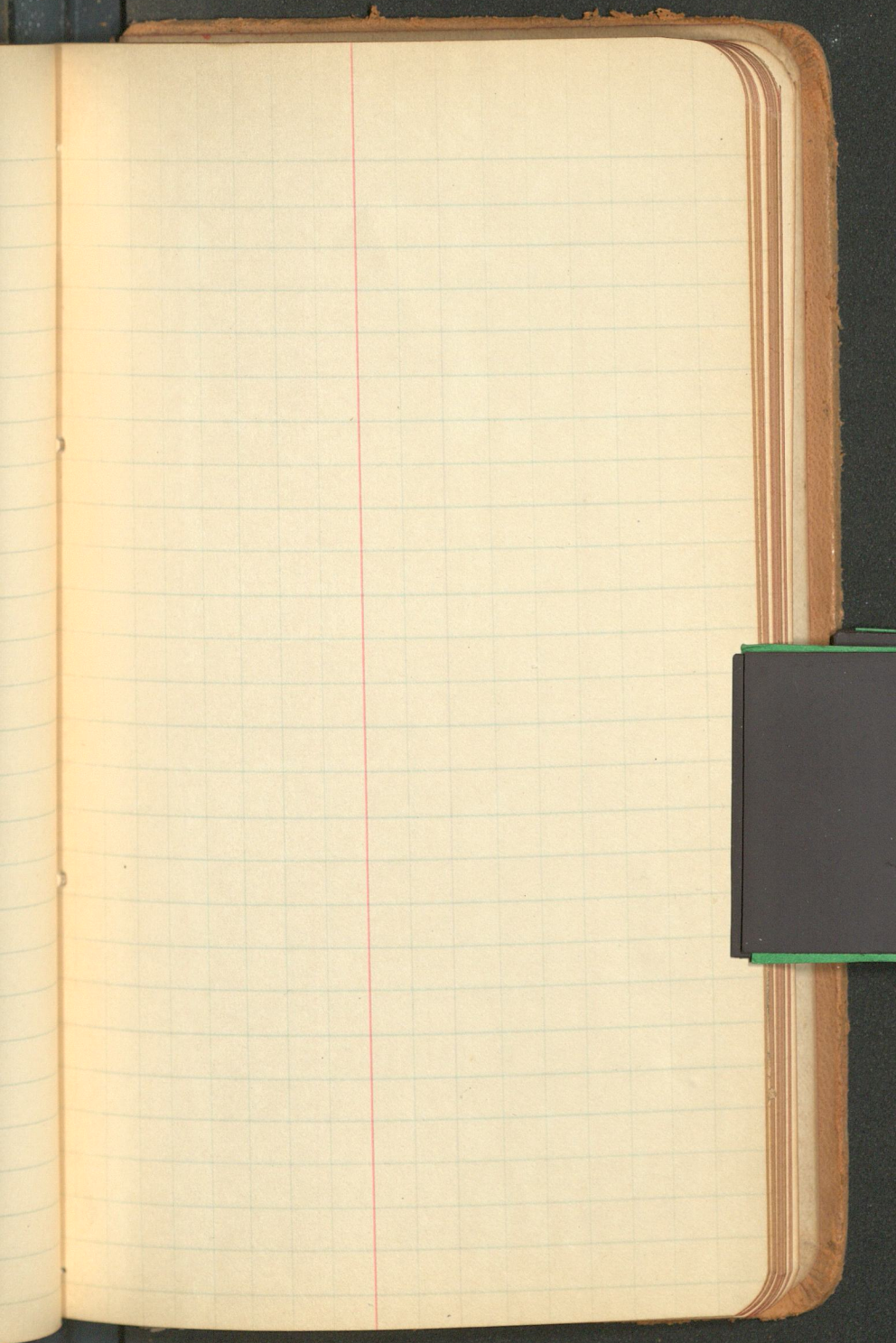


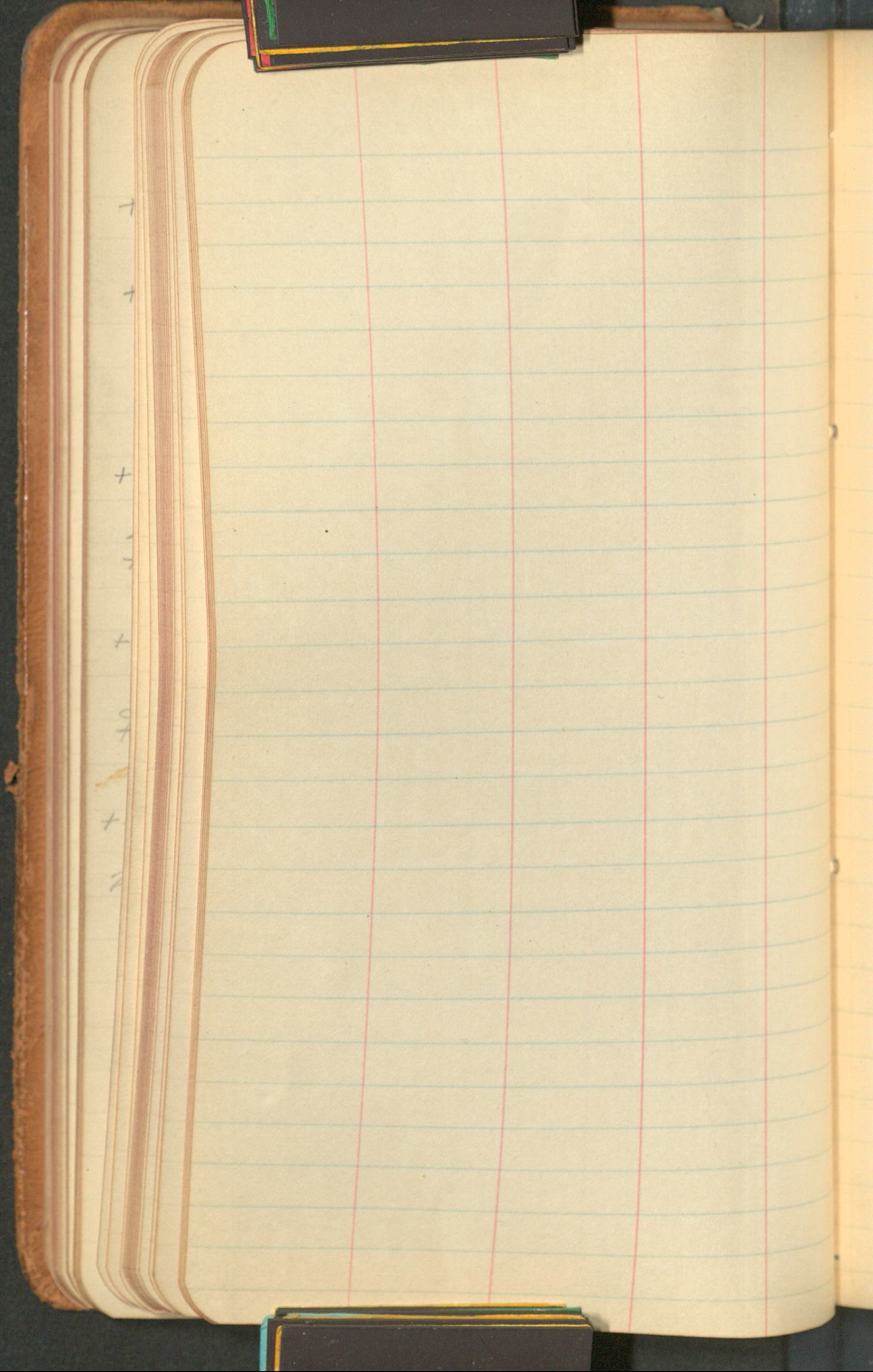


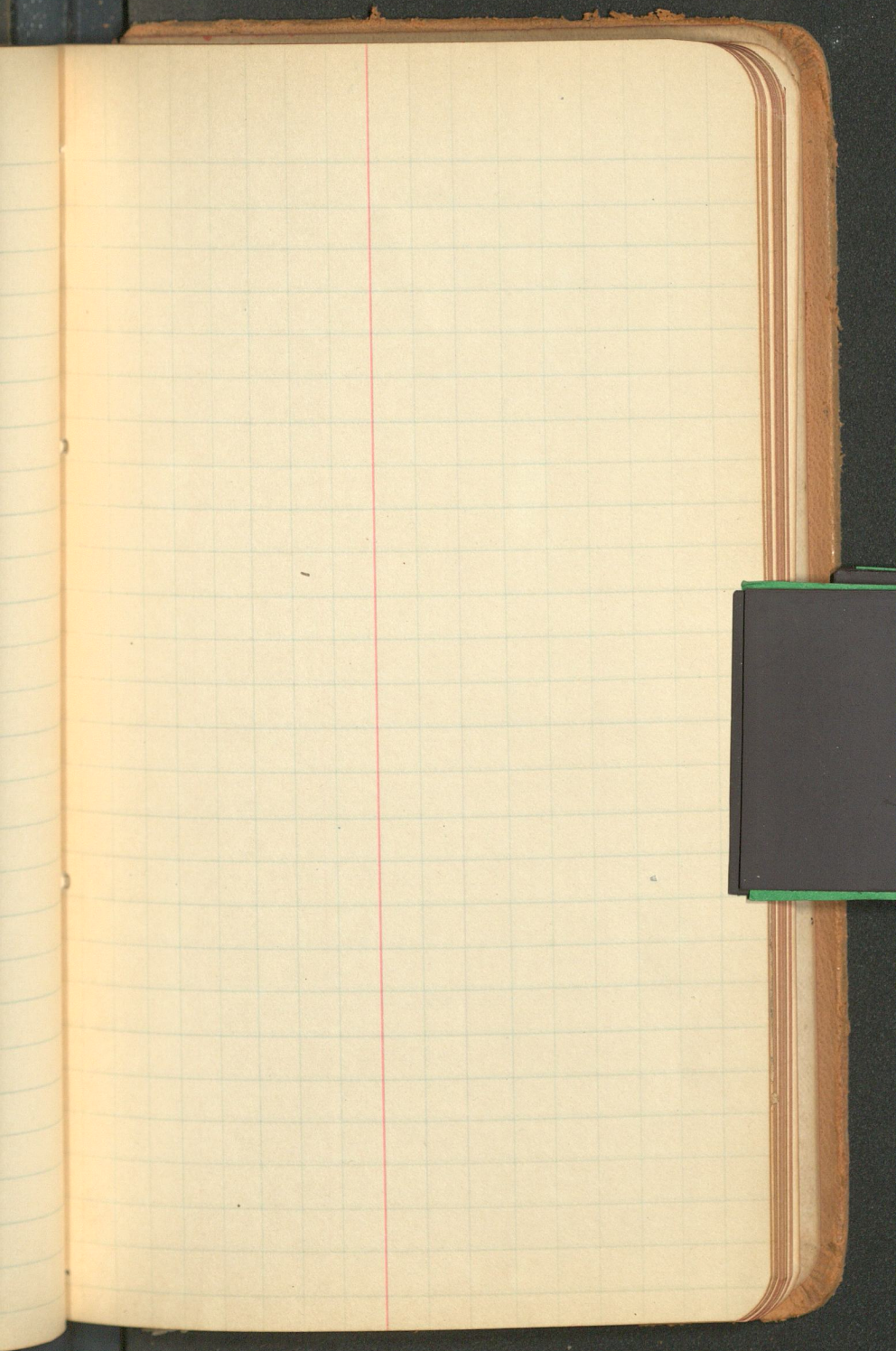


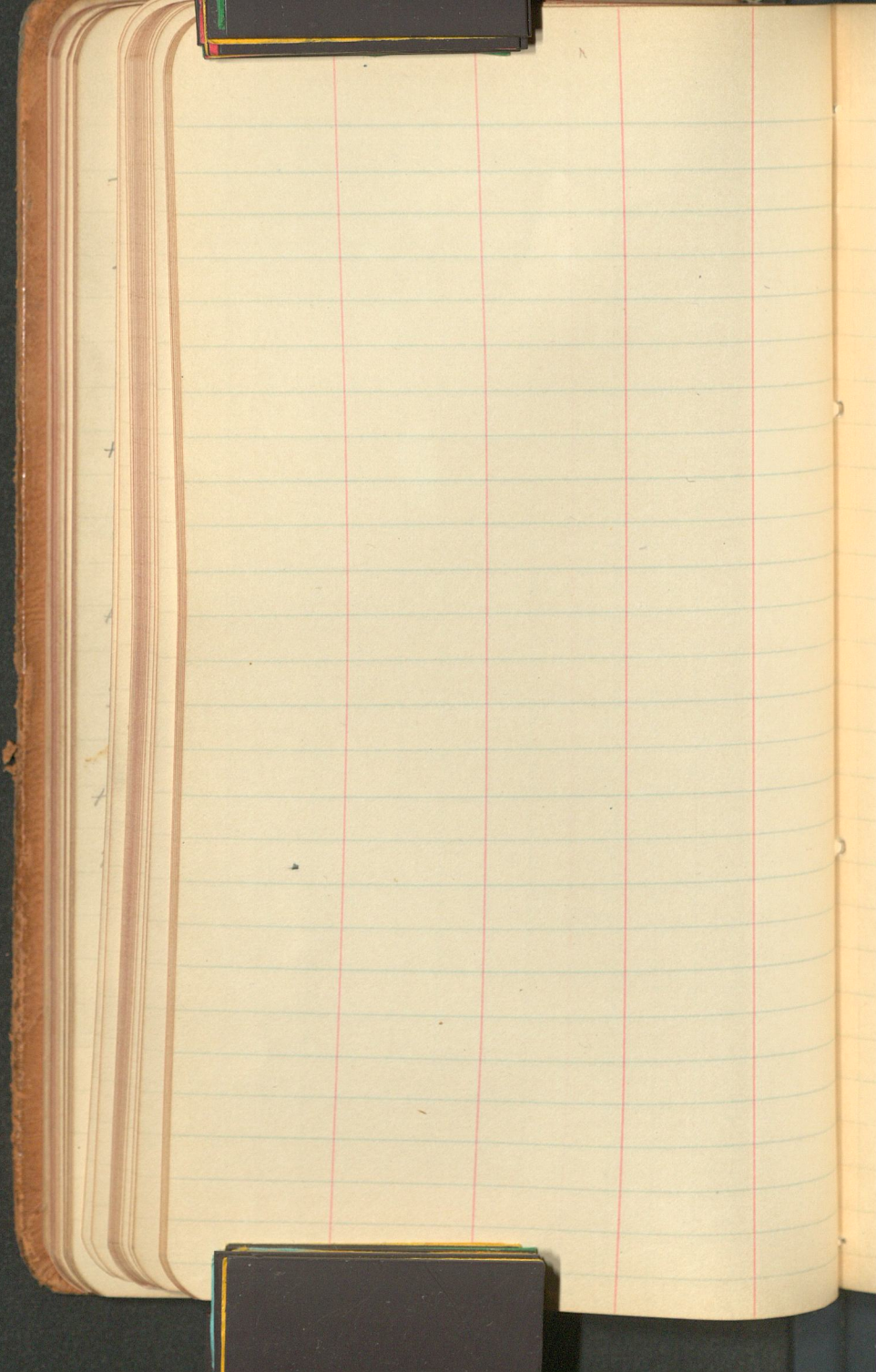




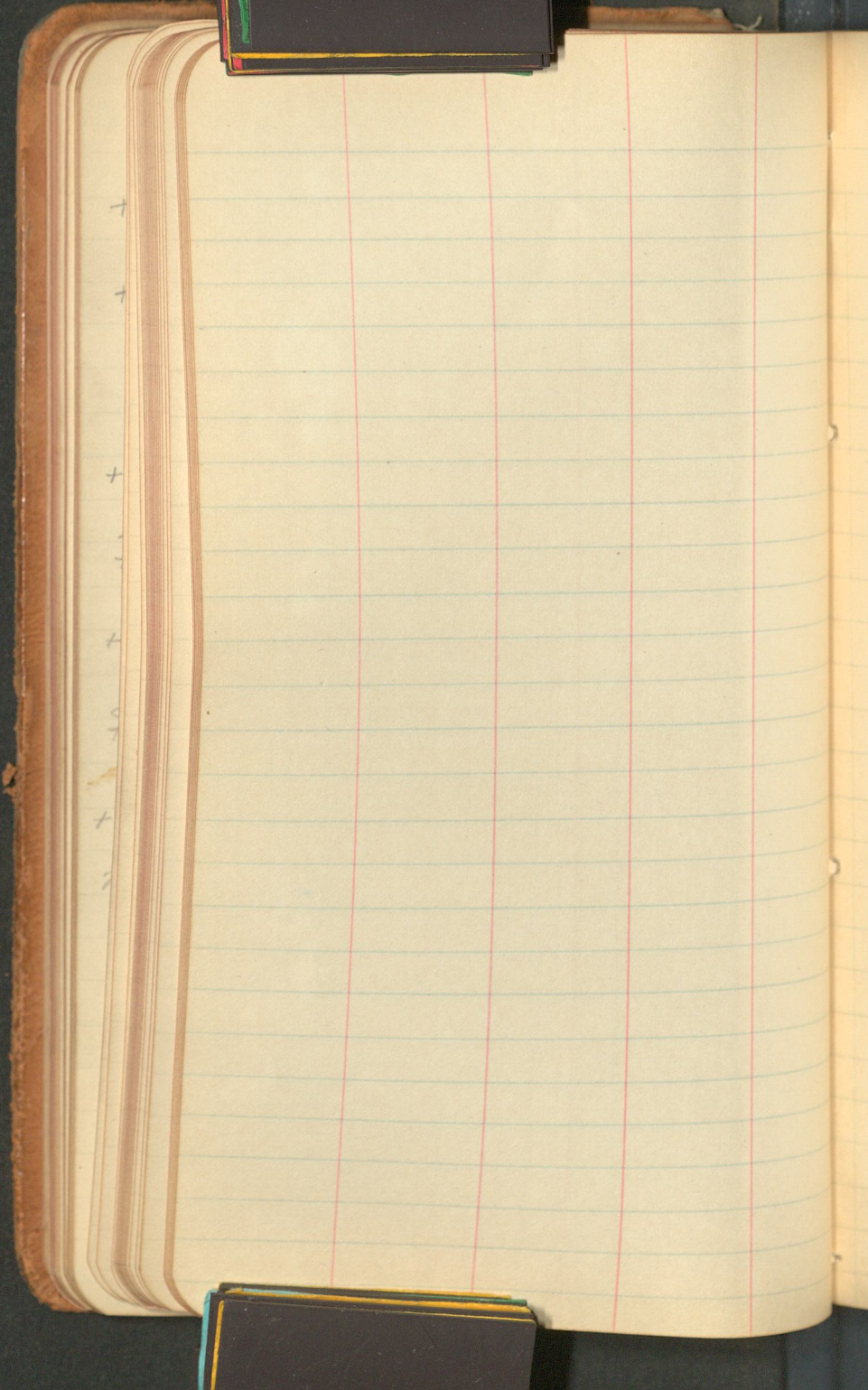


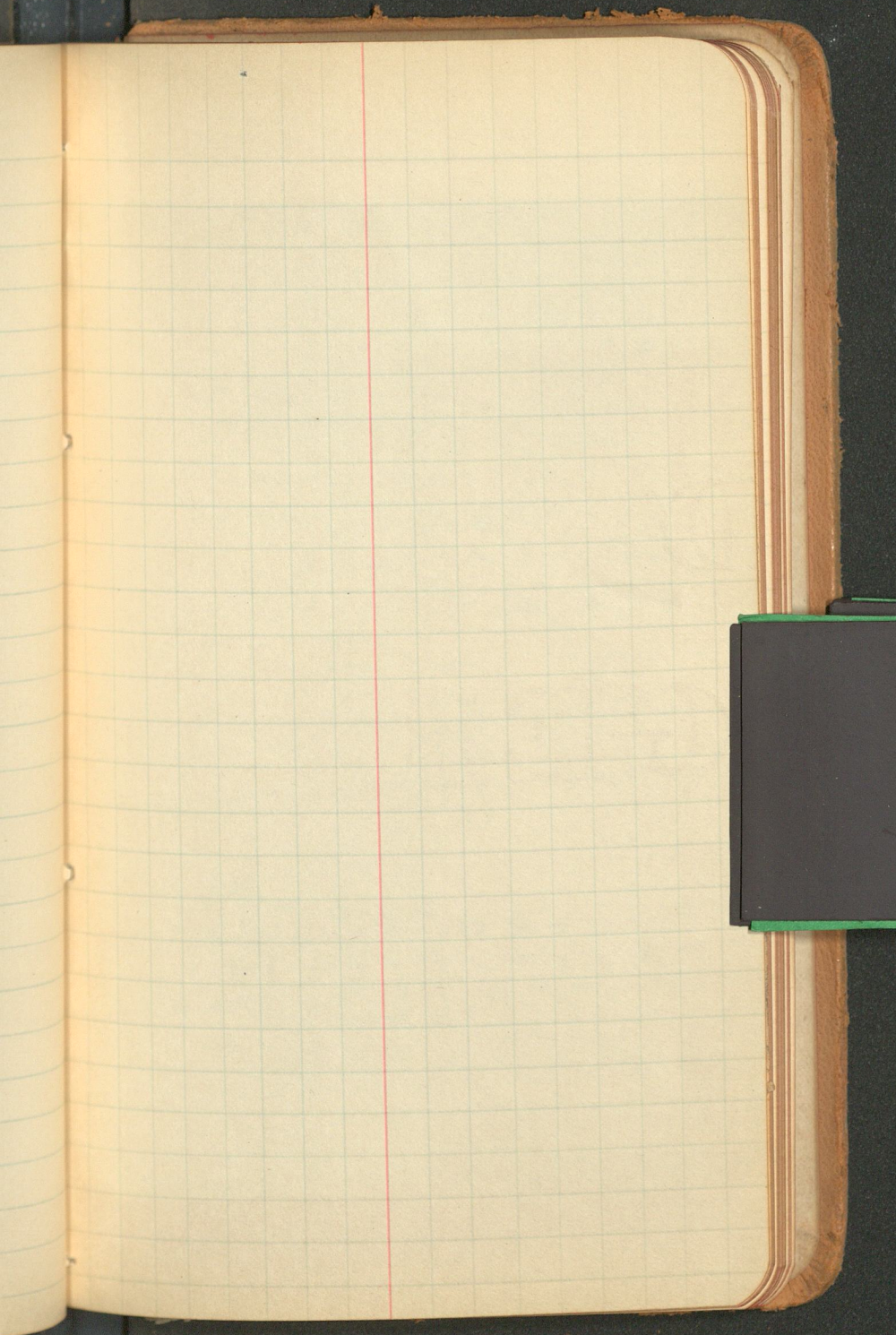


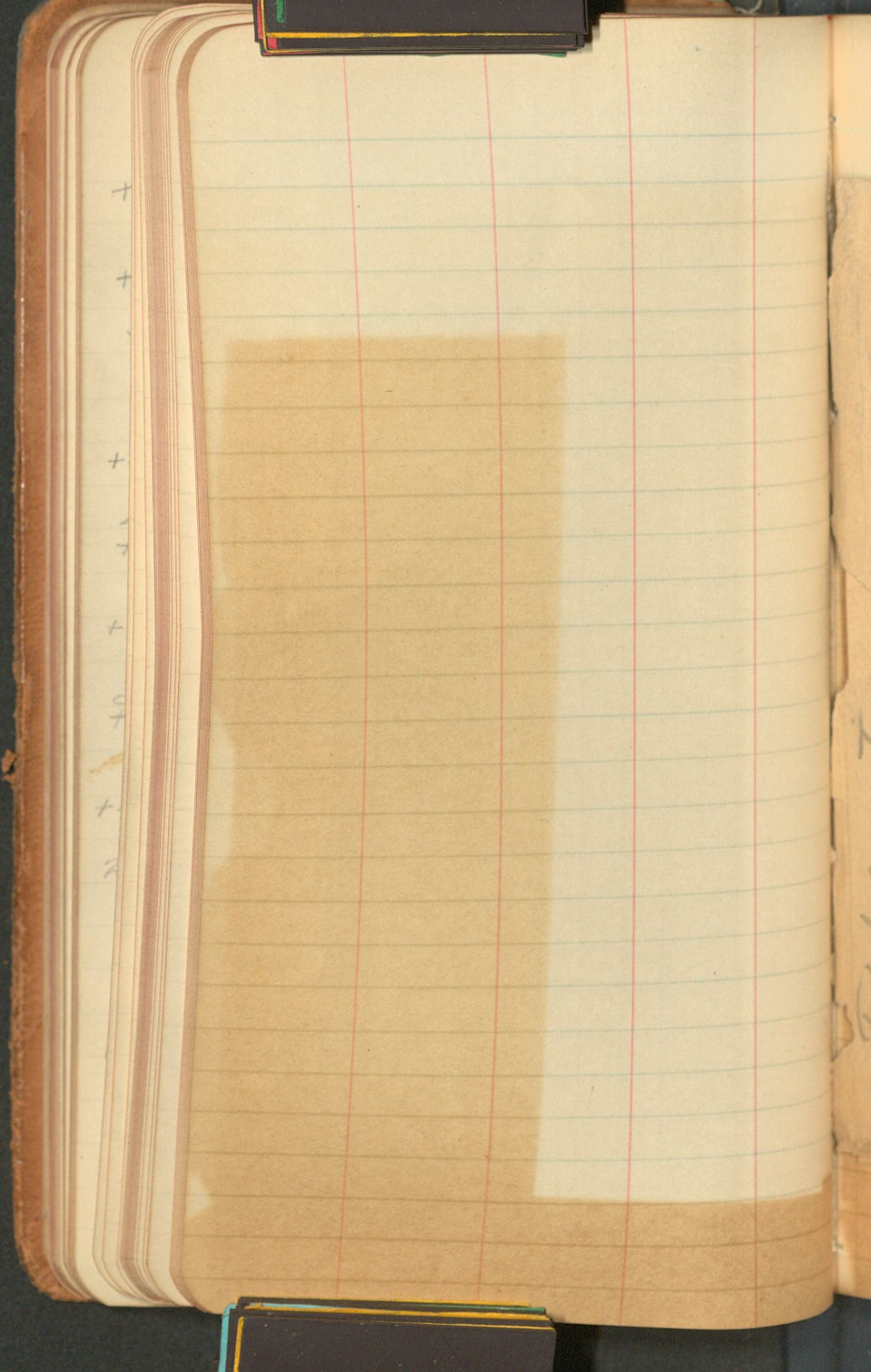












Total curvature

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19-48
34-08
15-20
13-10
62-20
47-10
3-30
9-05
26-10
29-05
17-20
8-15

345
11
1725
345
5175

11.30

660
30

690
296
0

345
296
2070
2205
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9710-40

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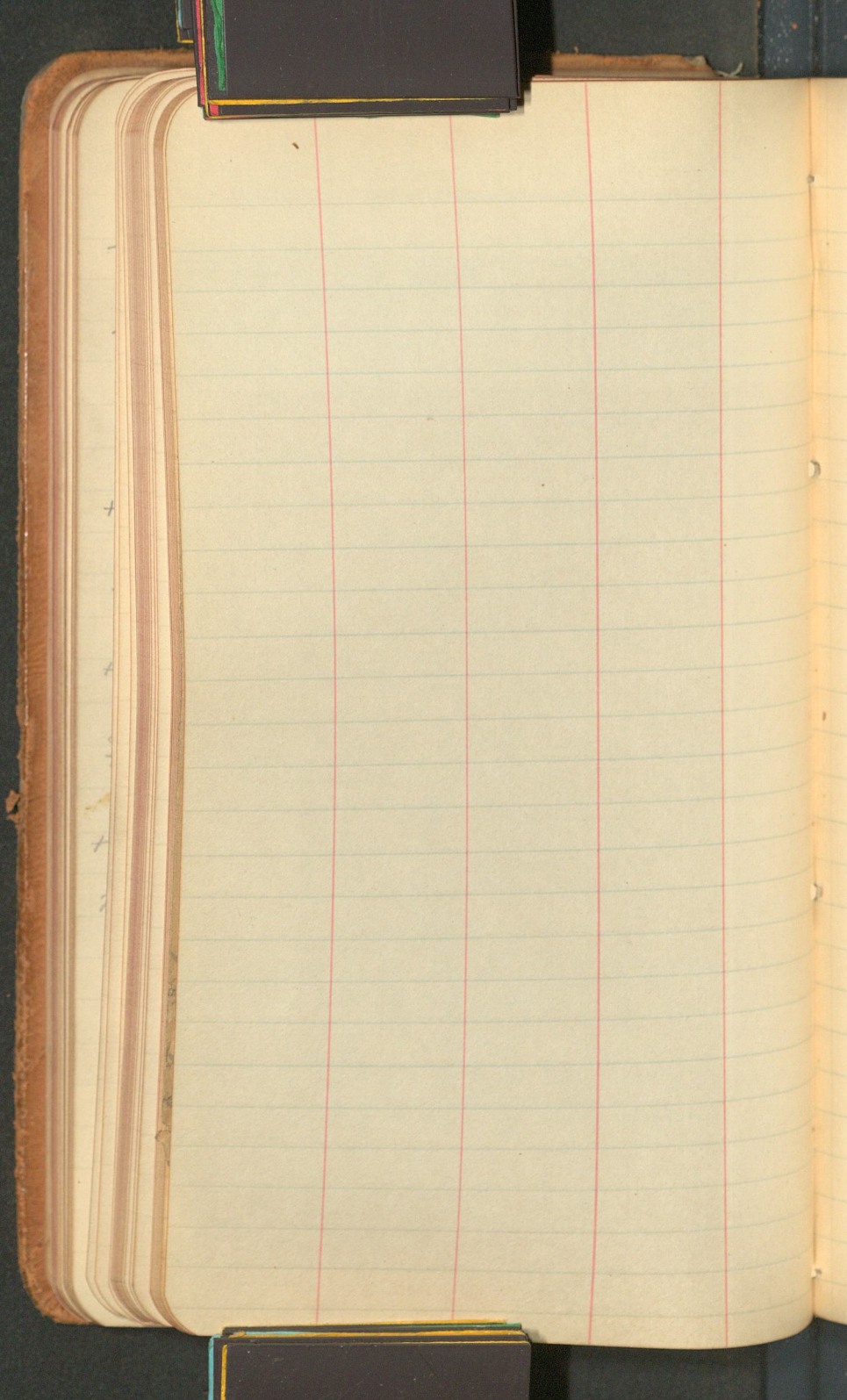
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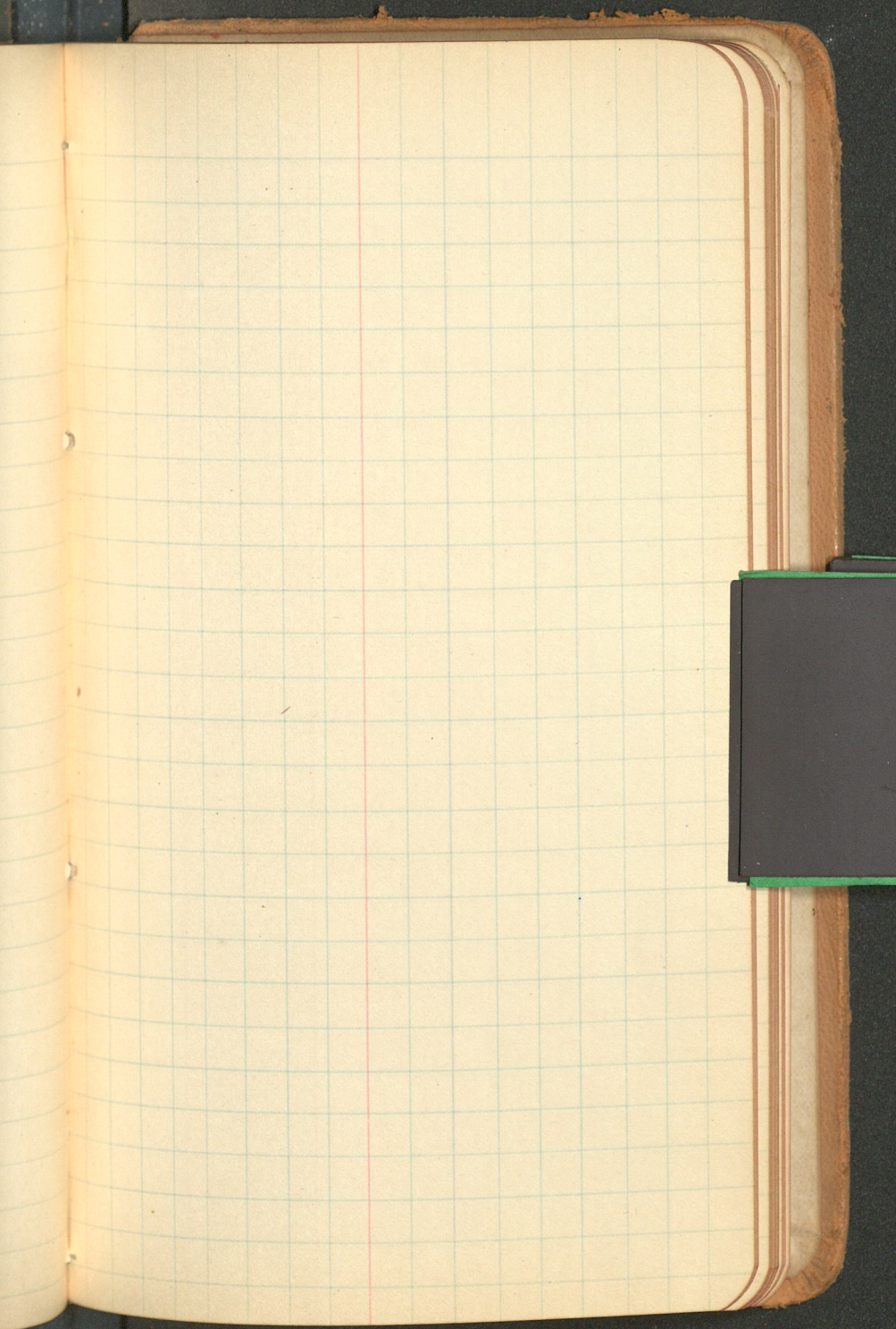
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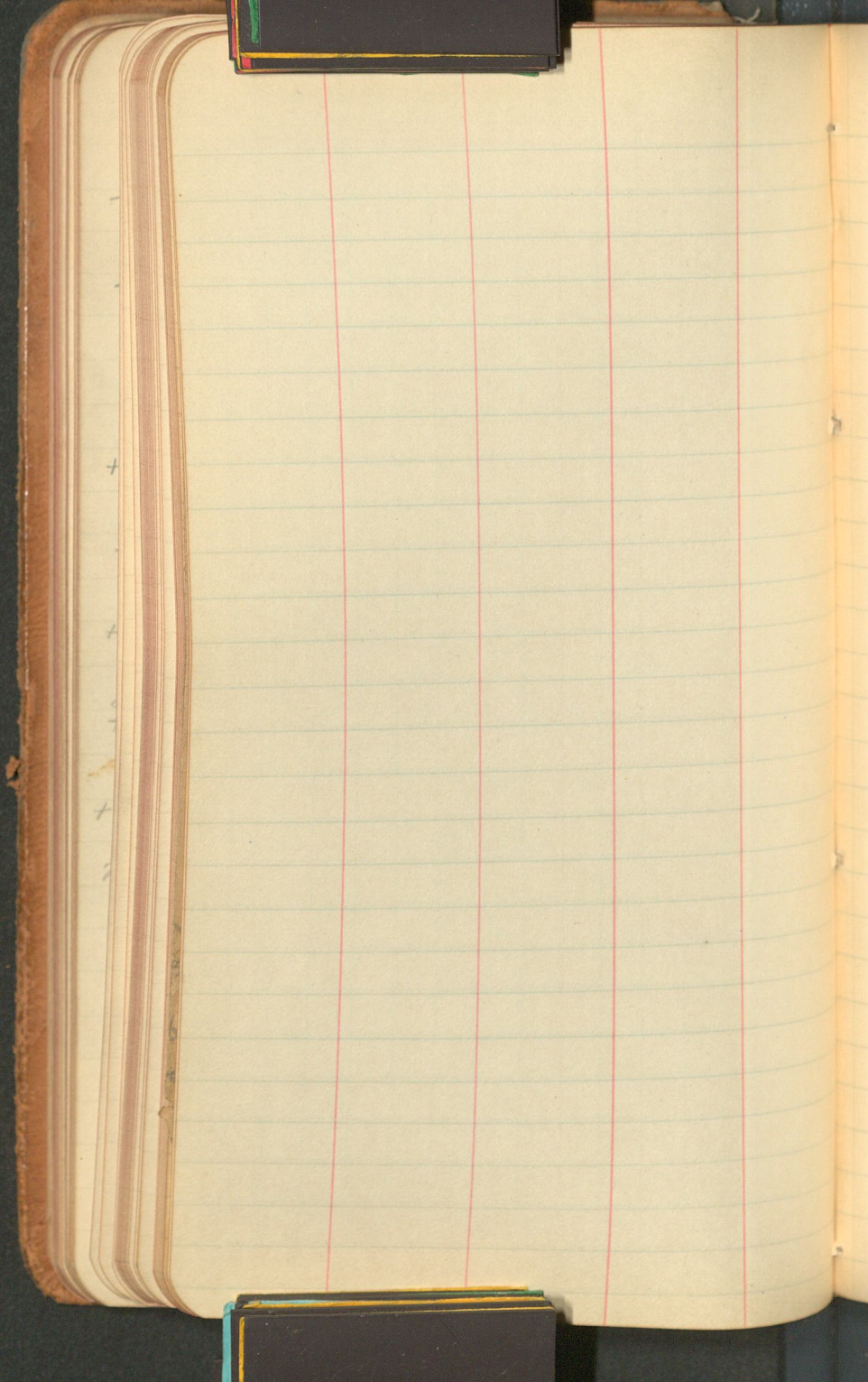
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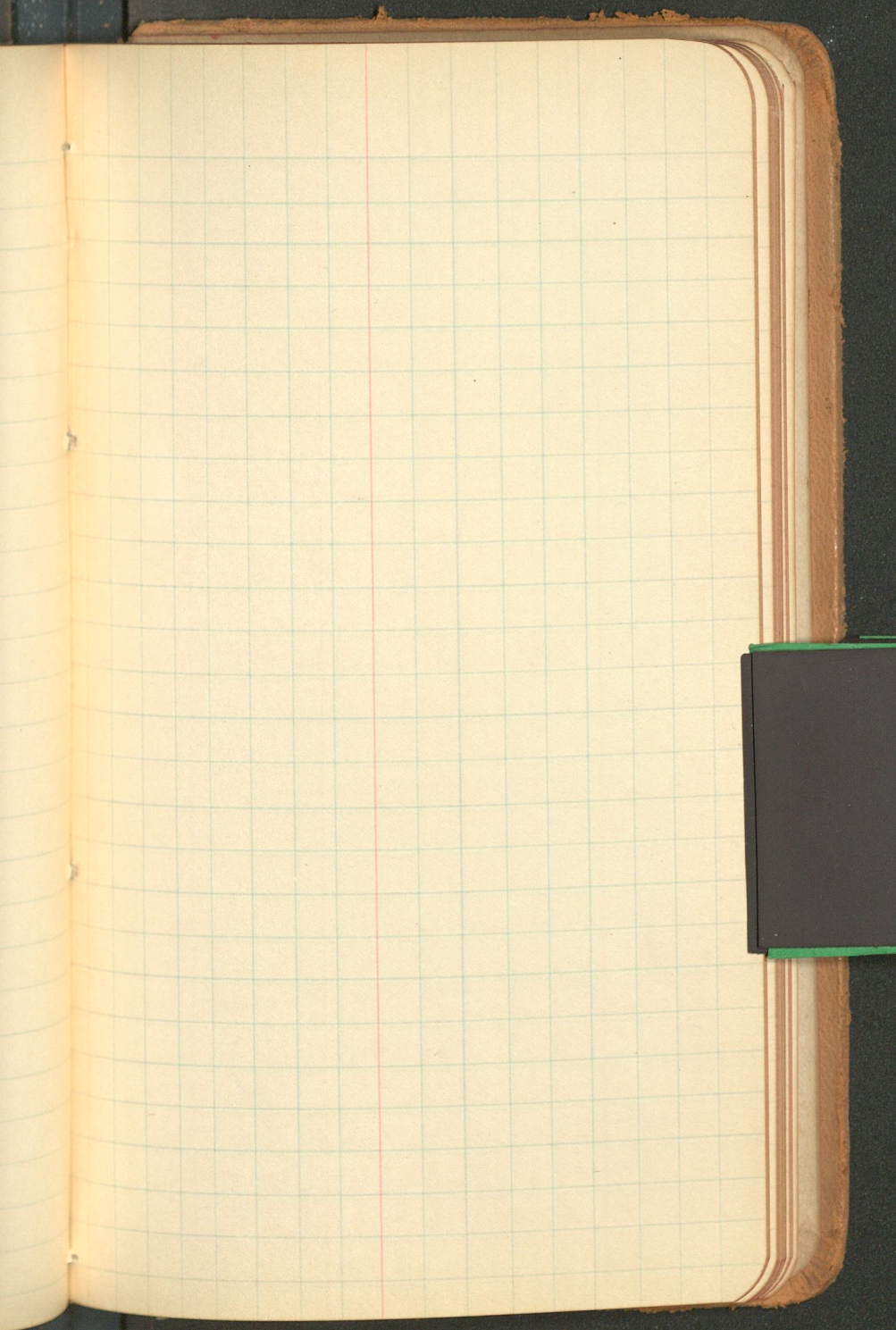
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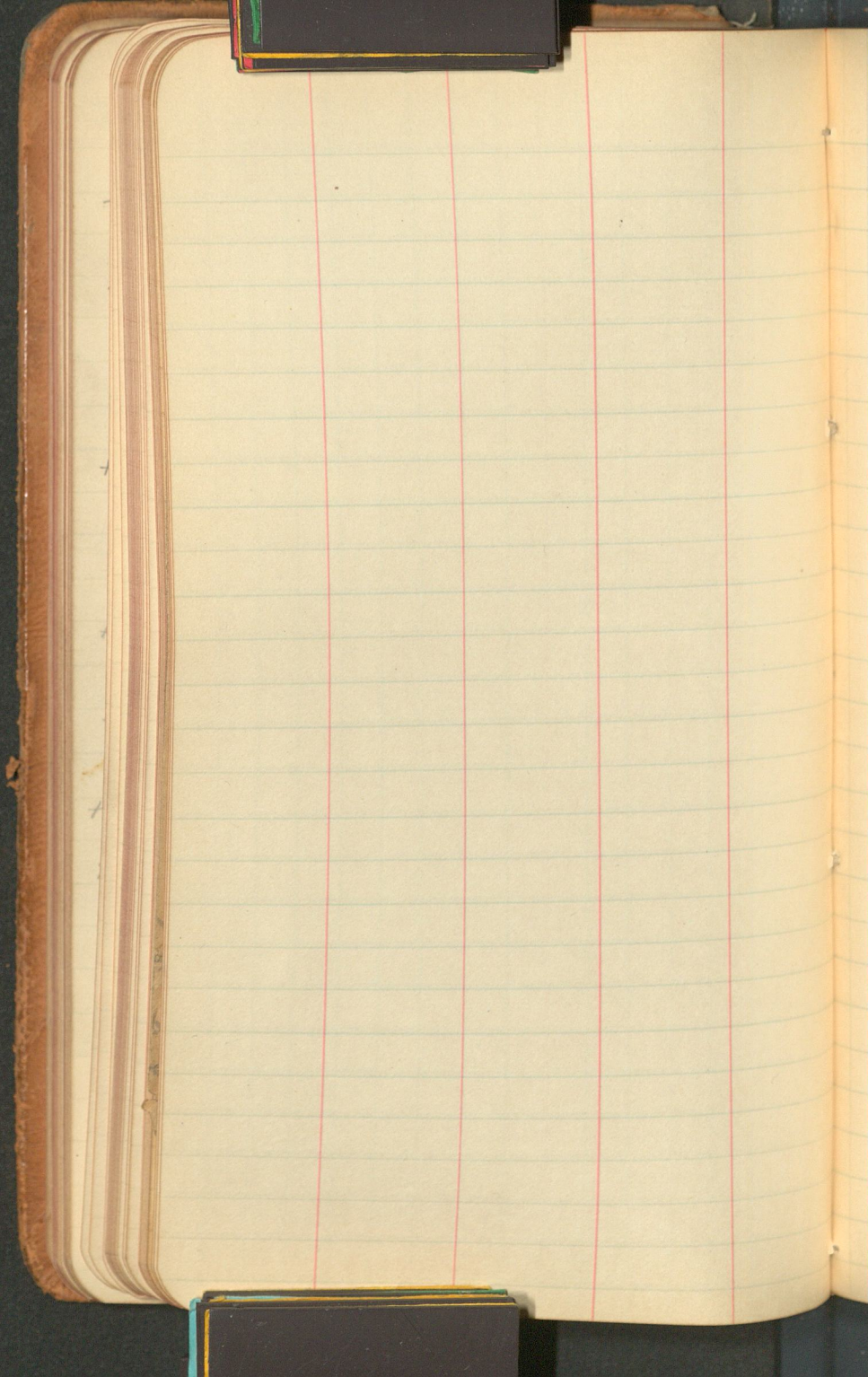
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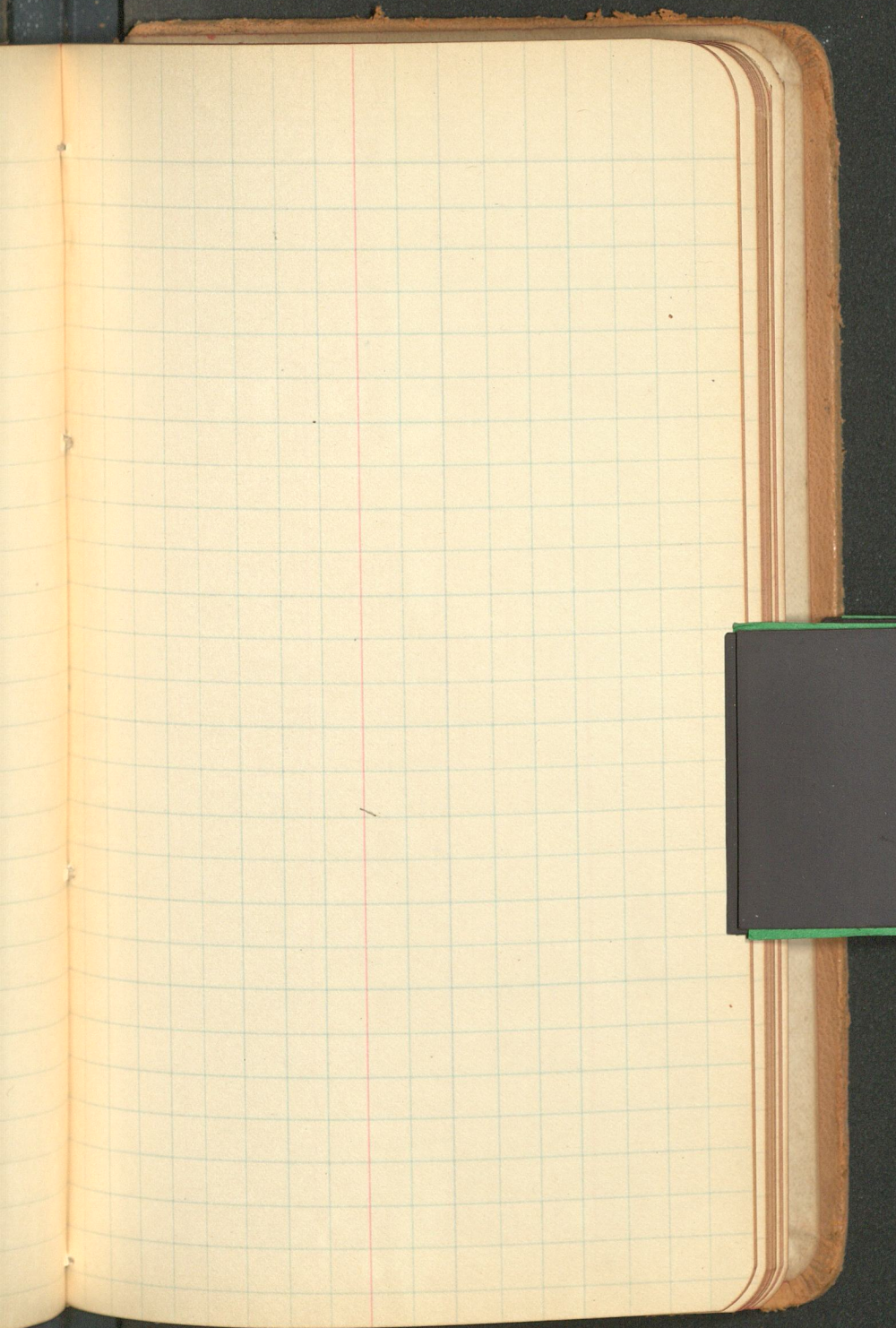


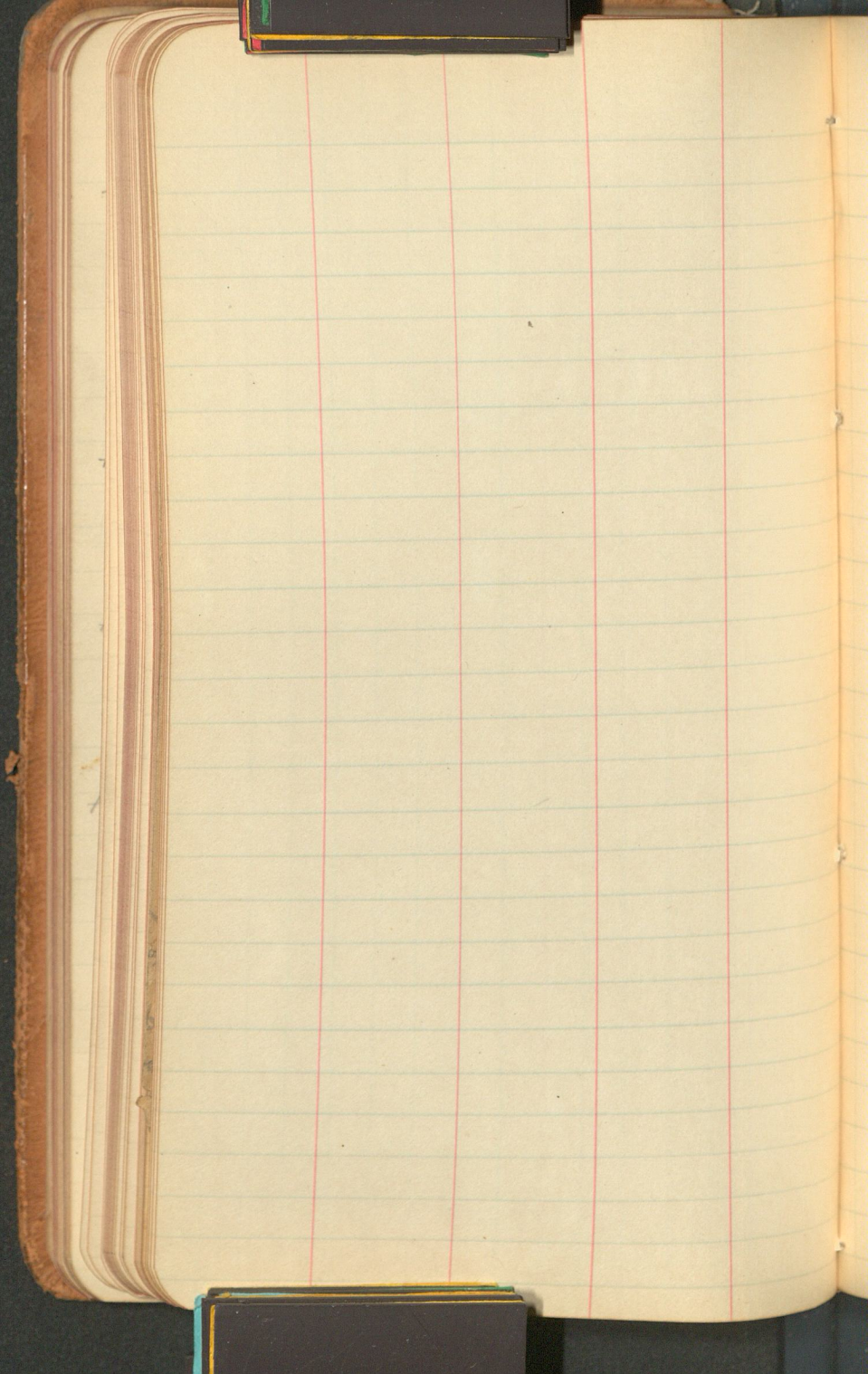




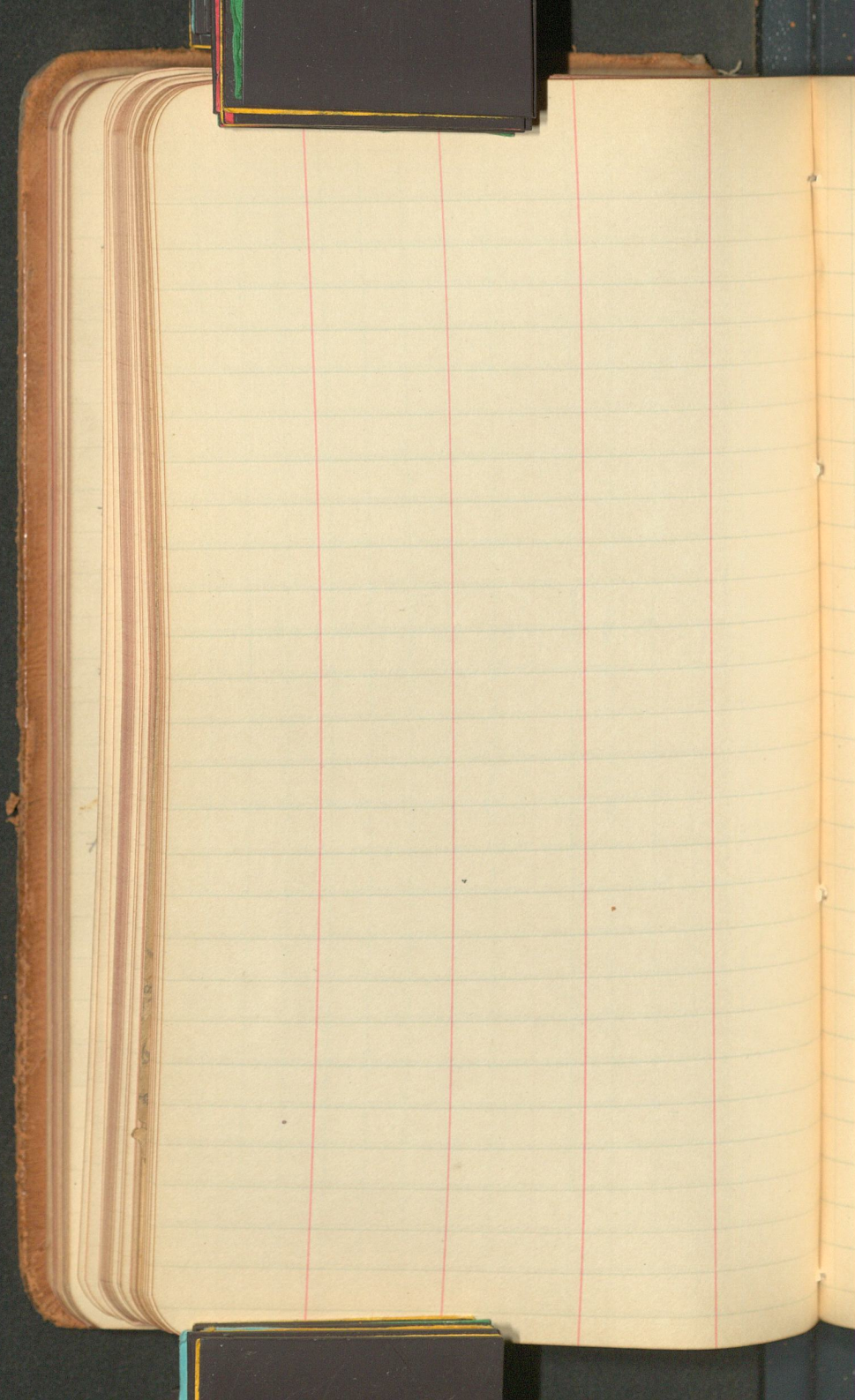


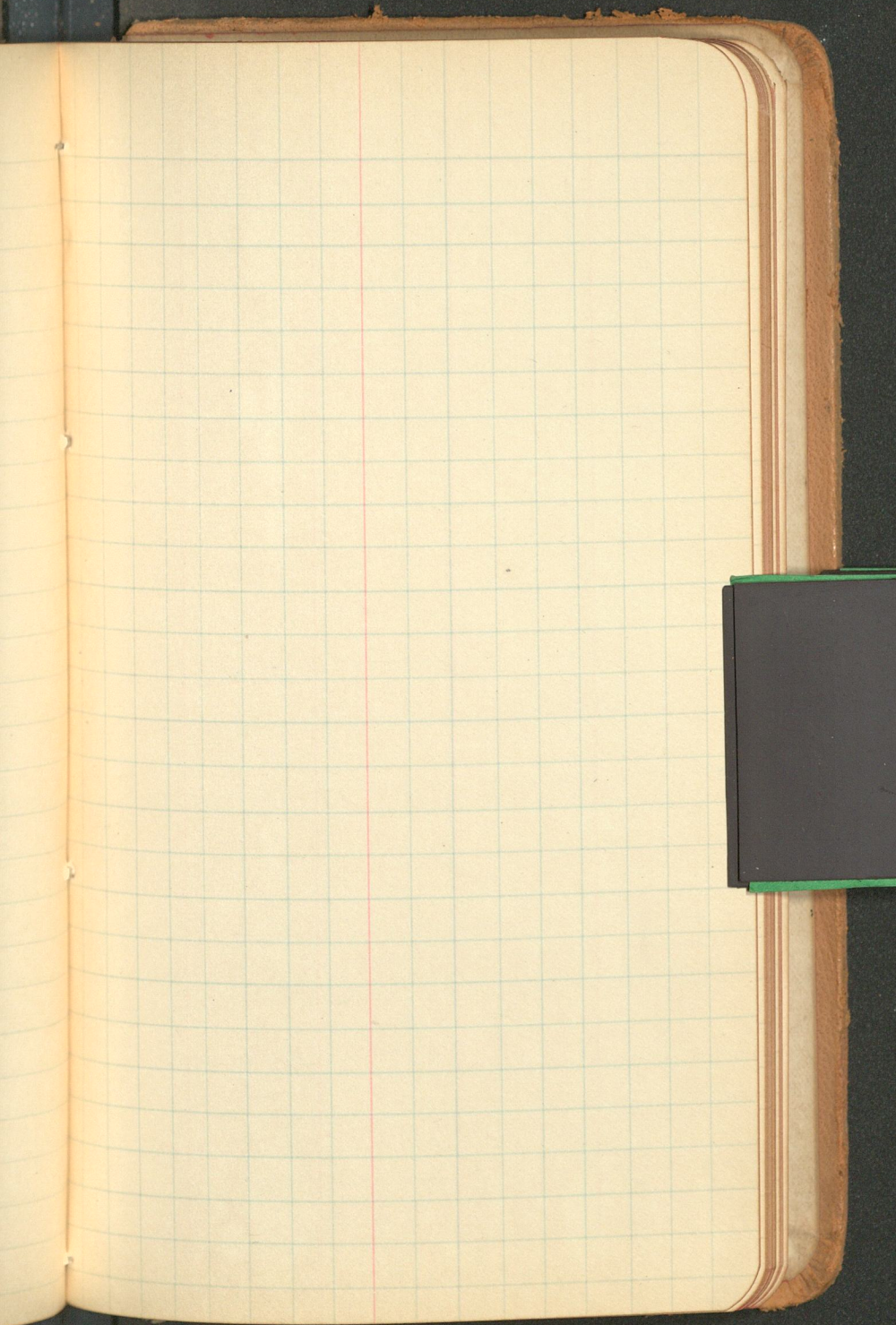


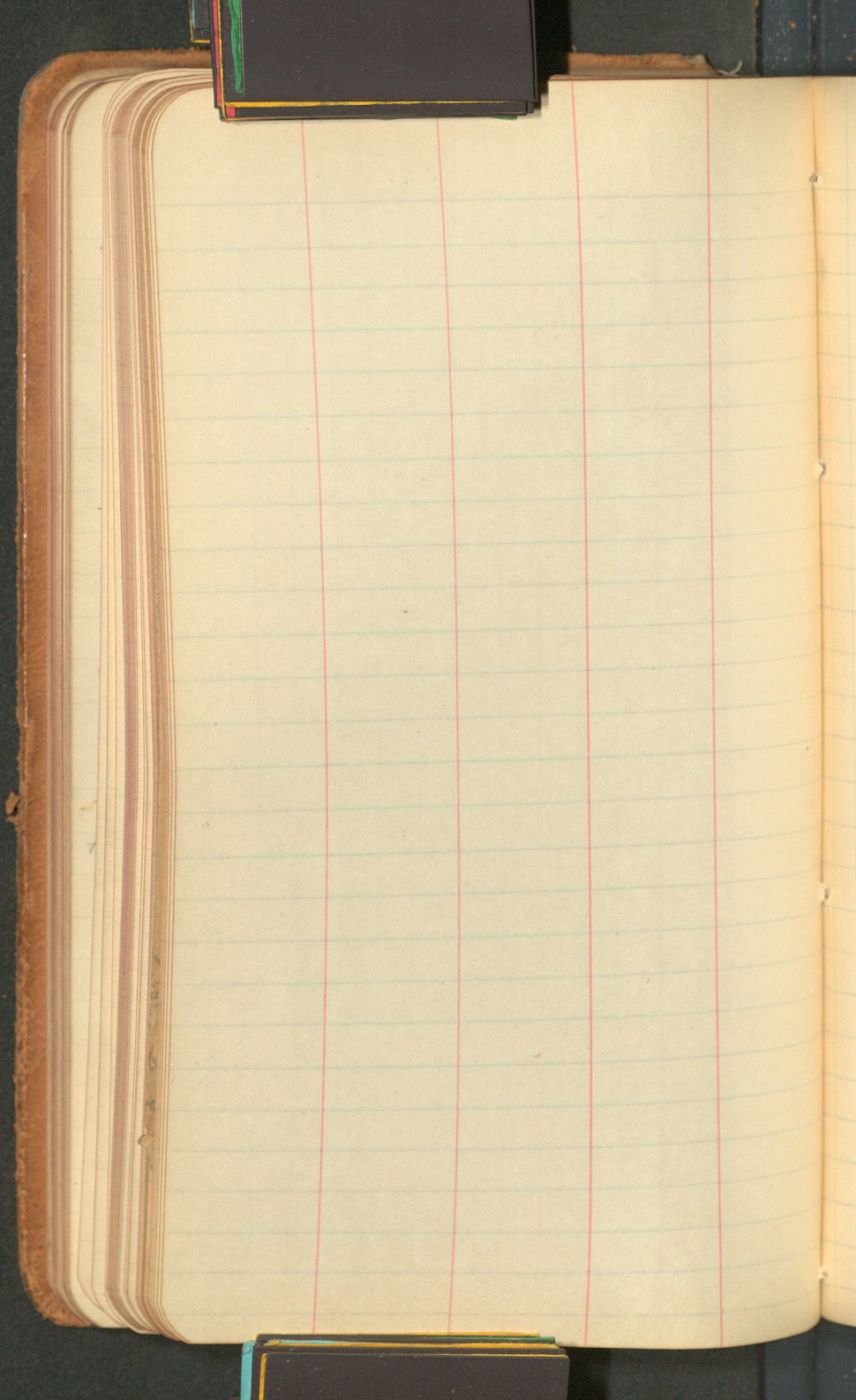




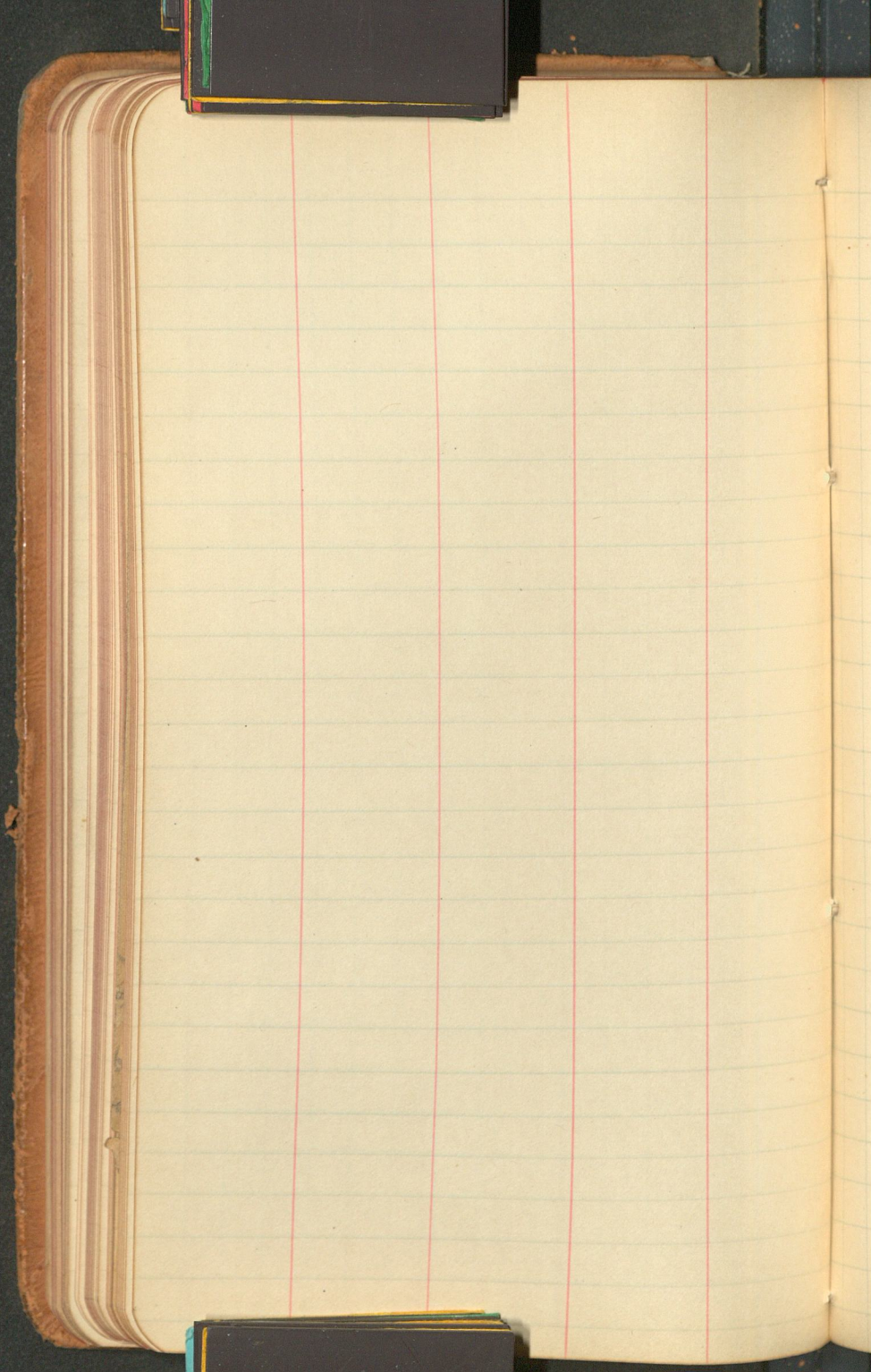




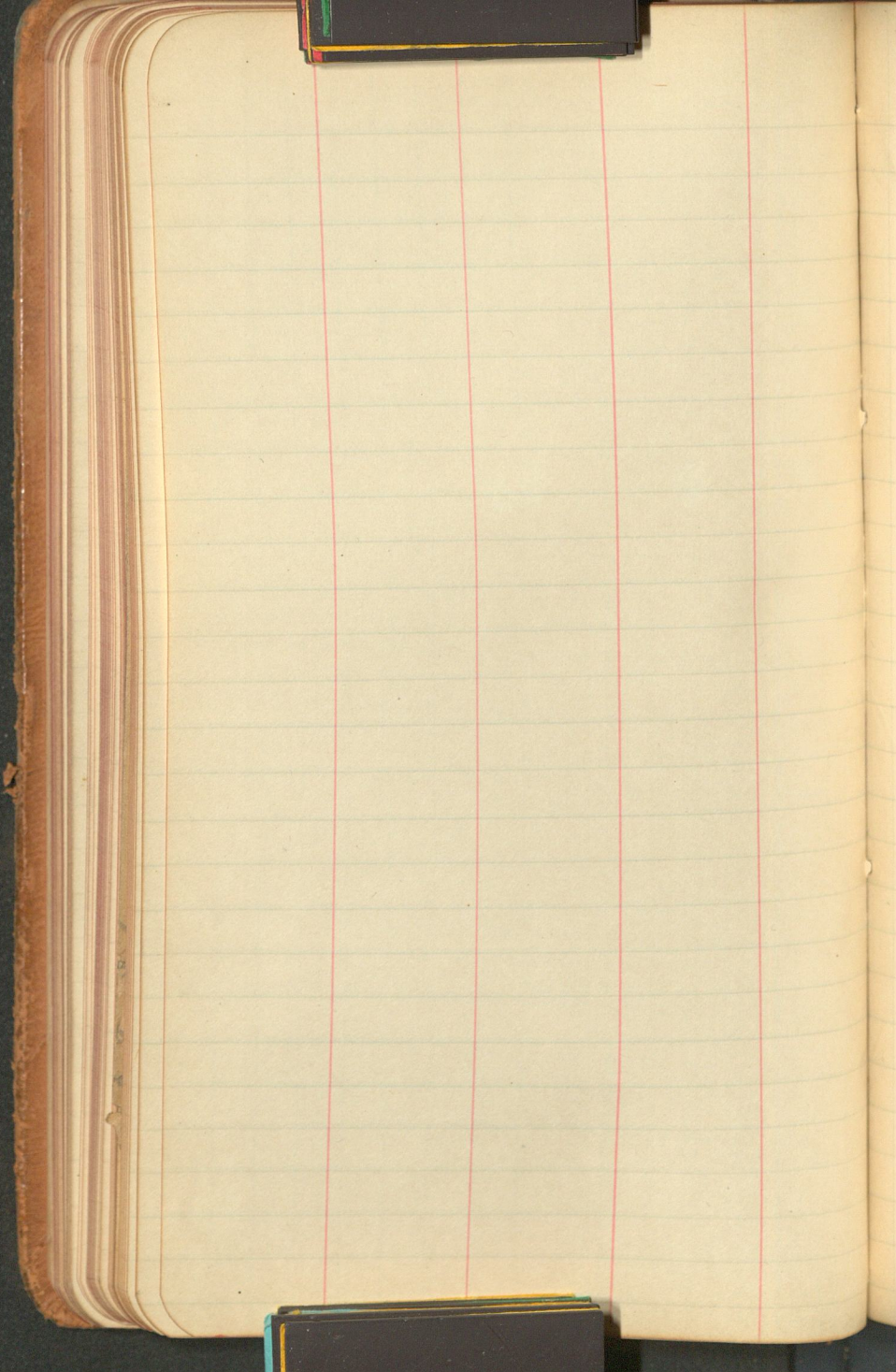


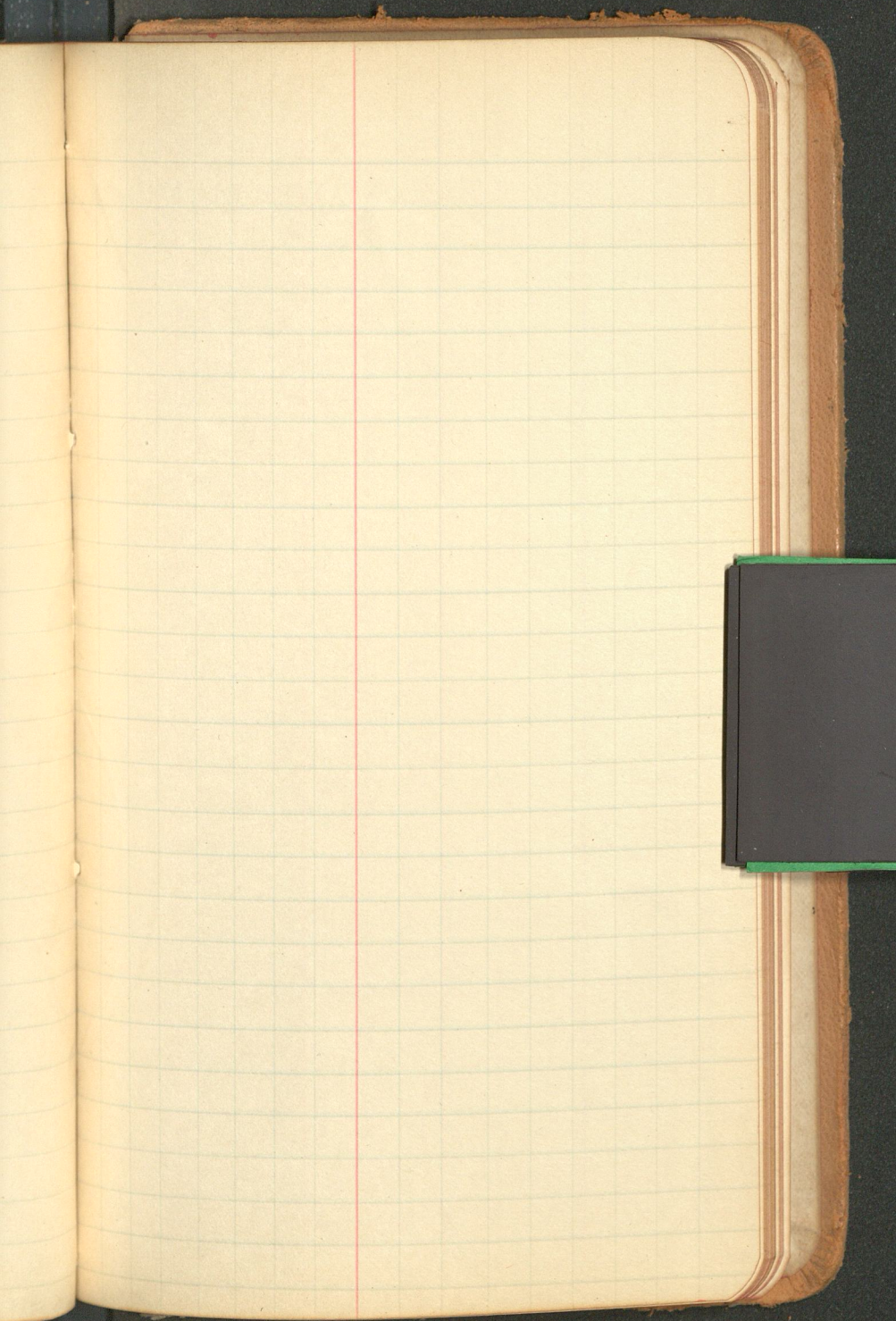


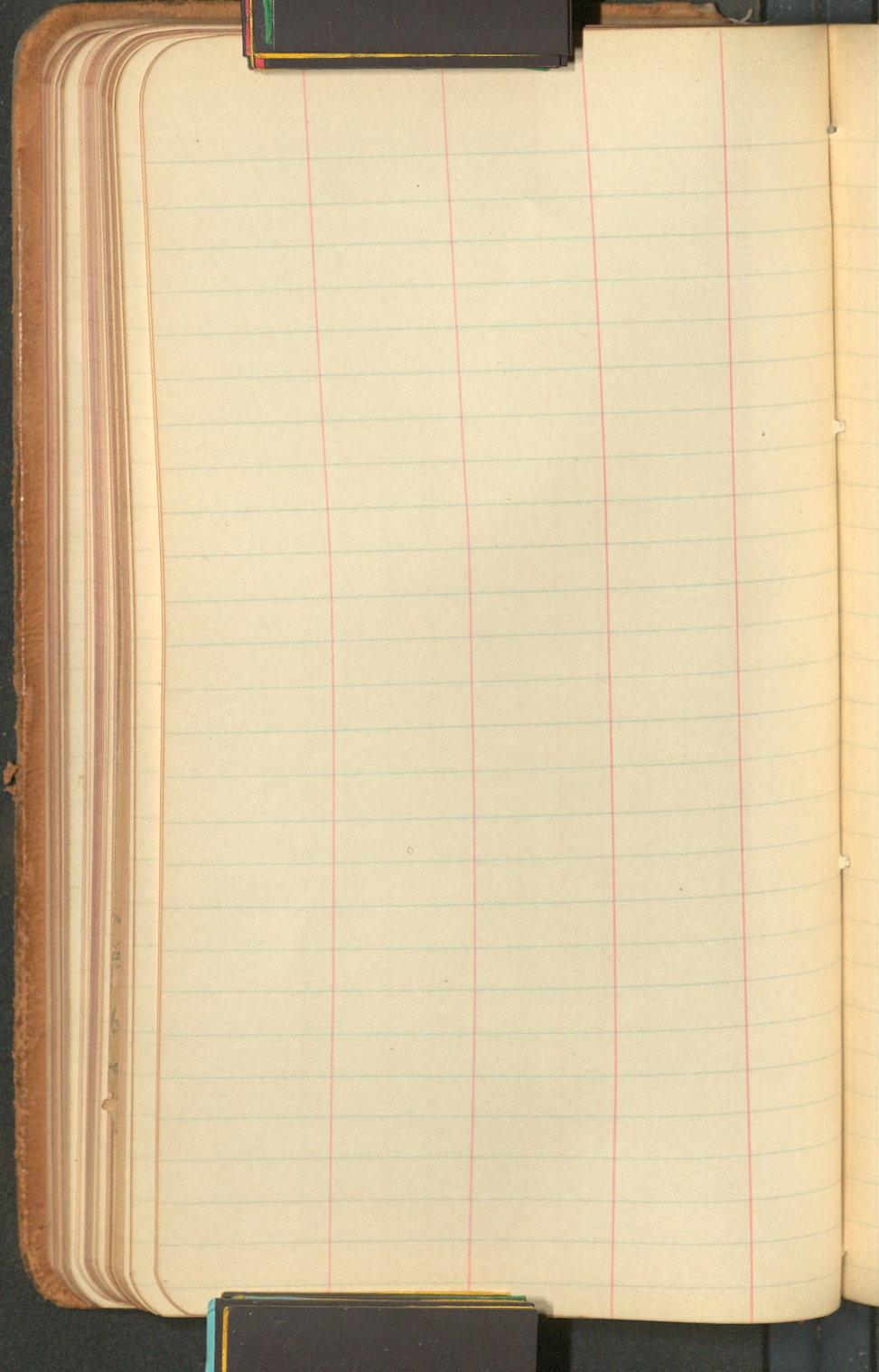


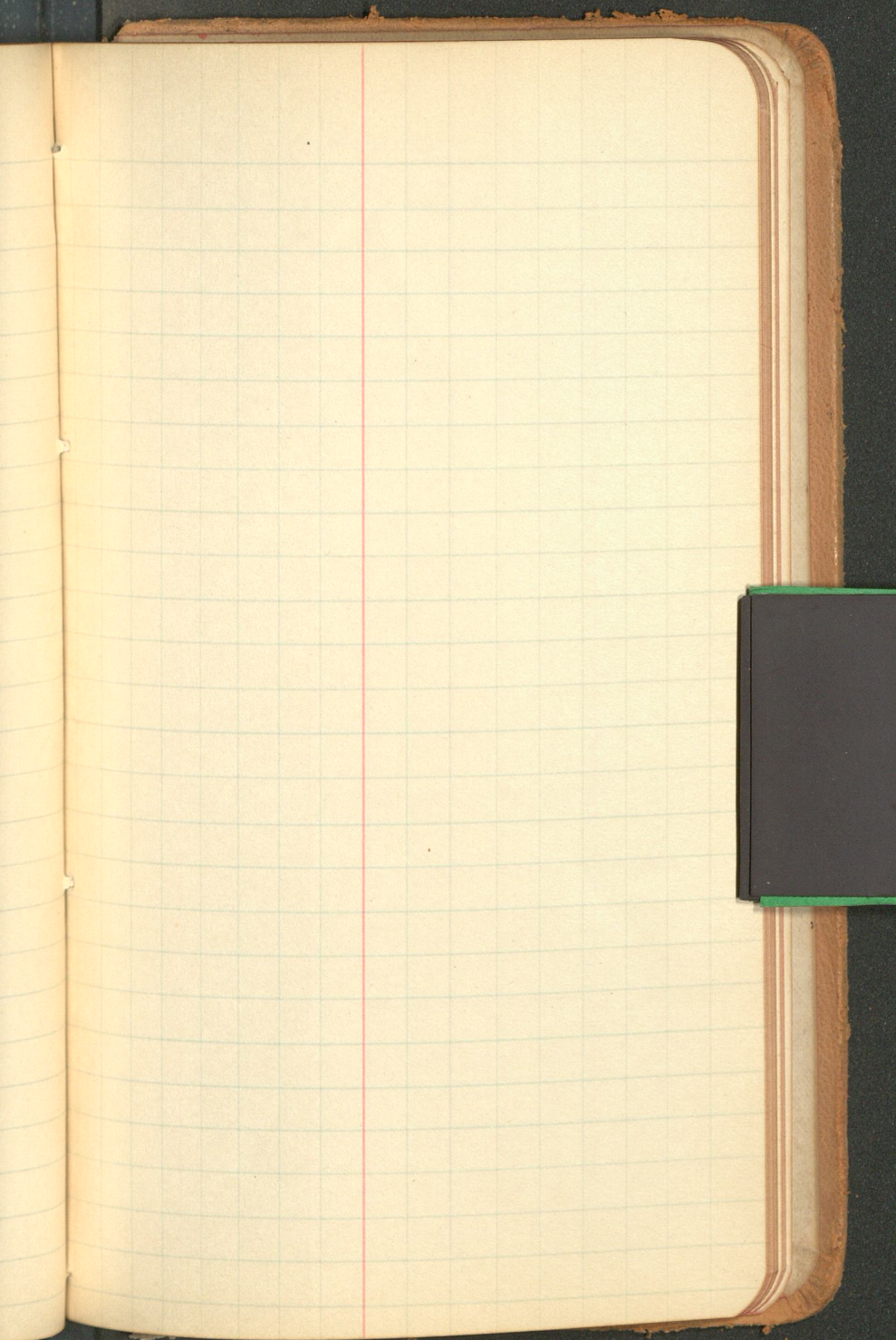


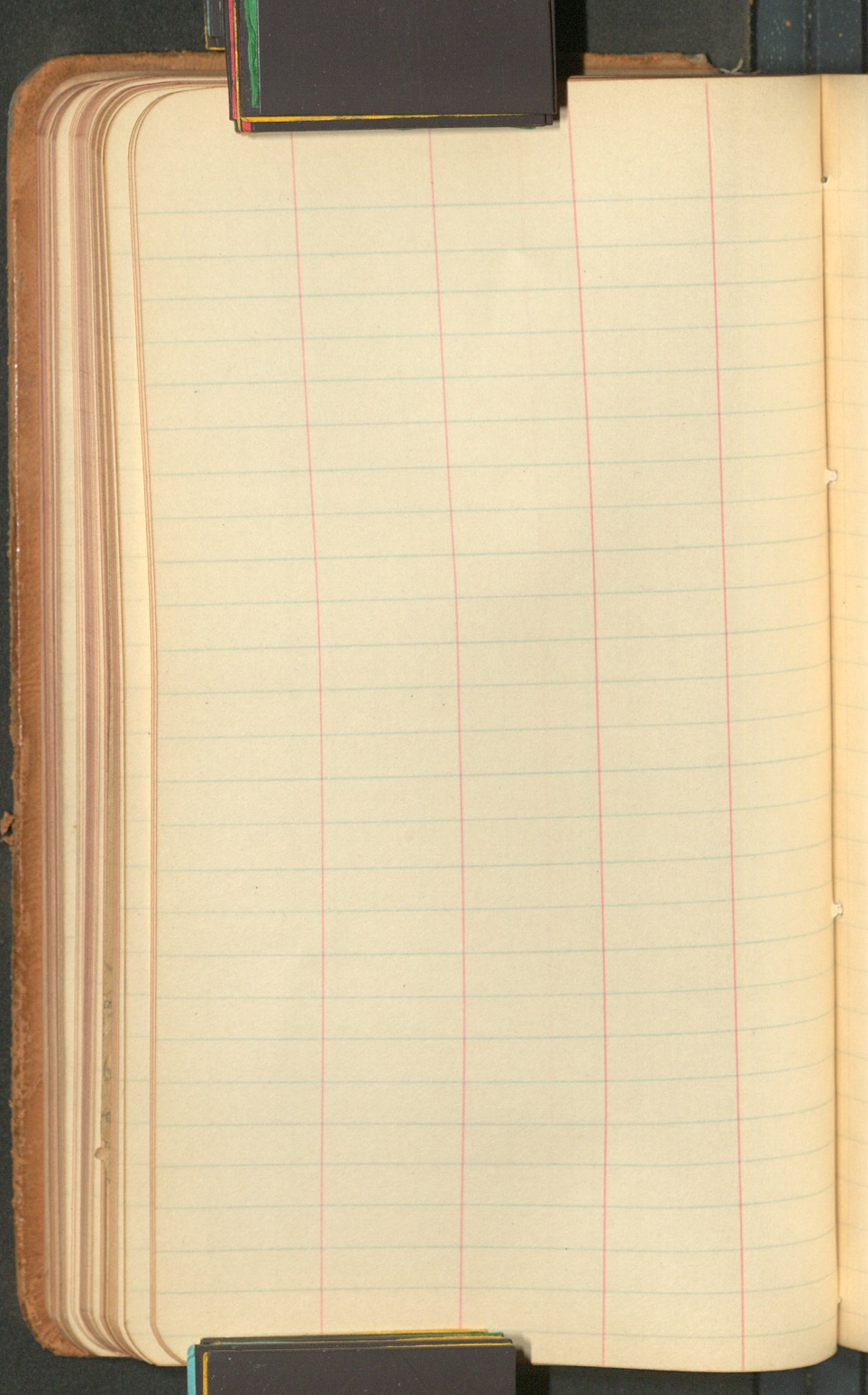


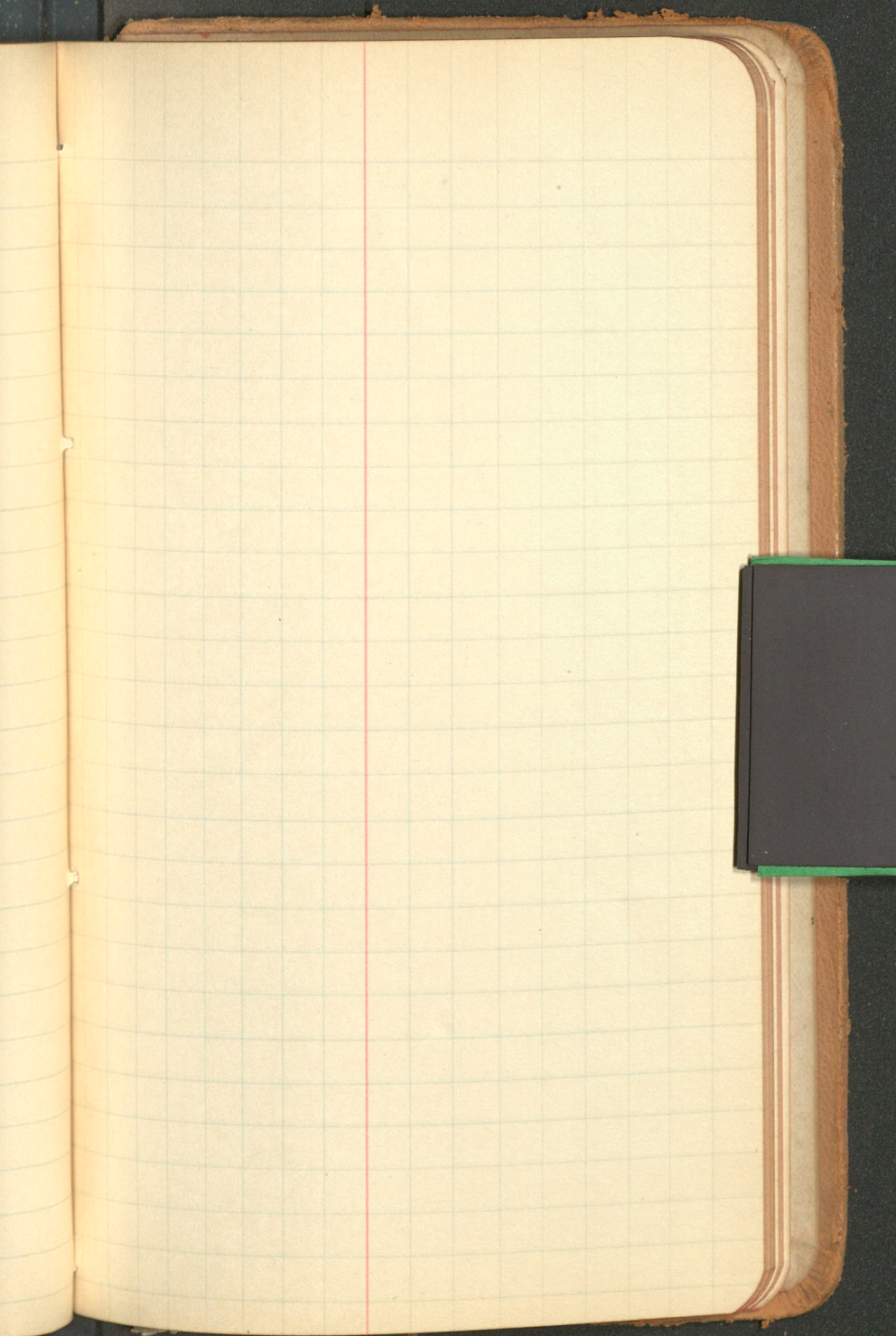


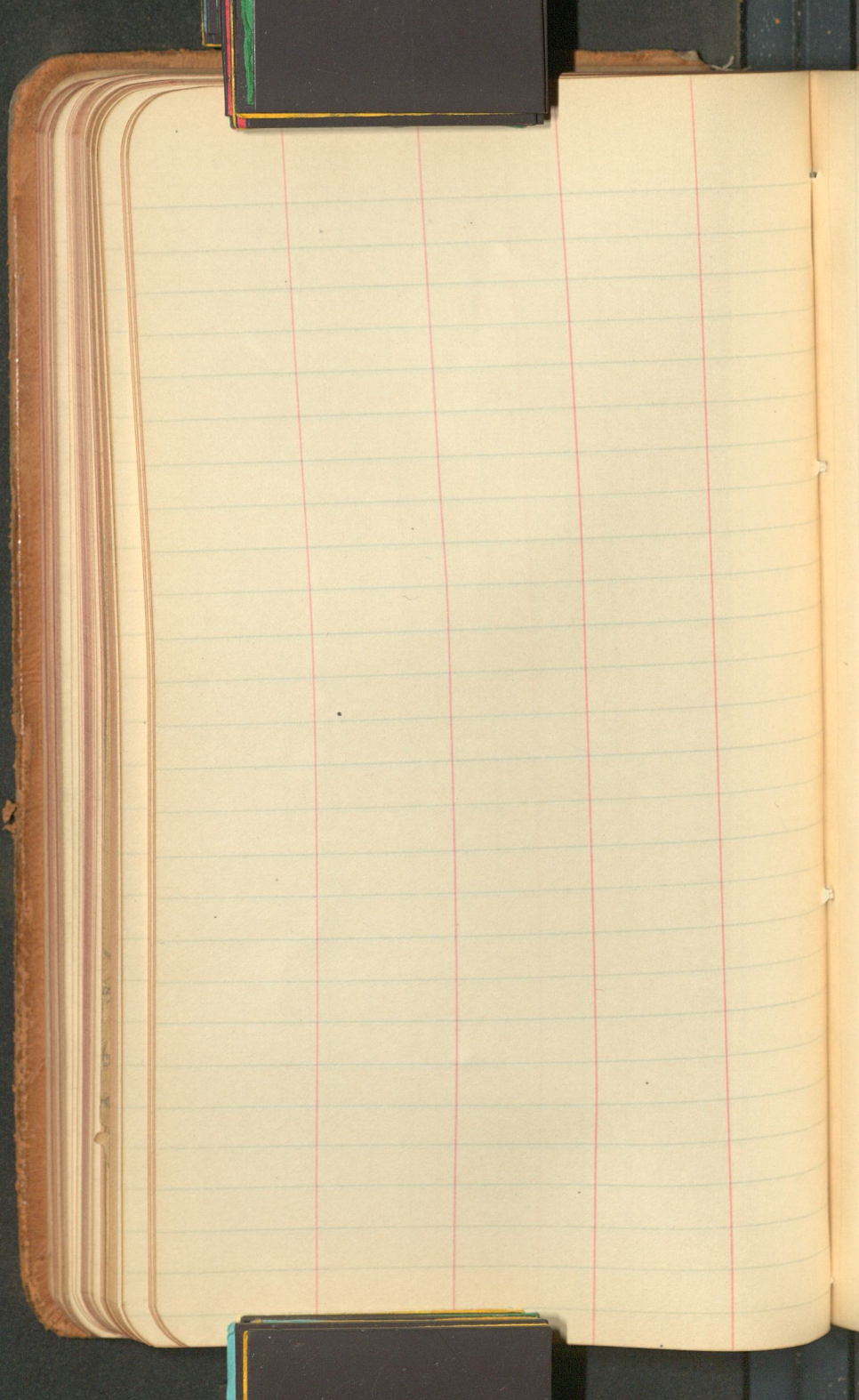


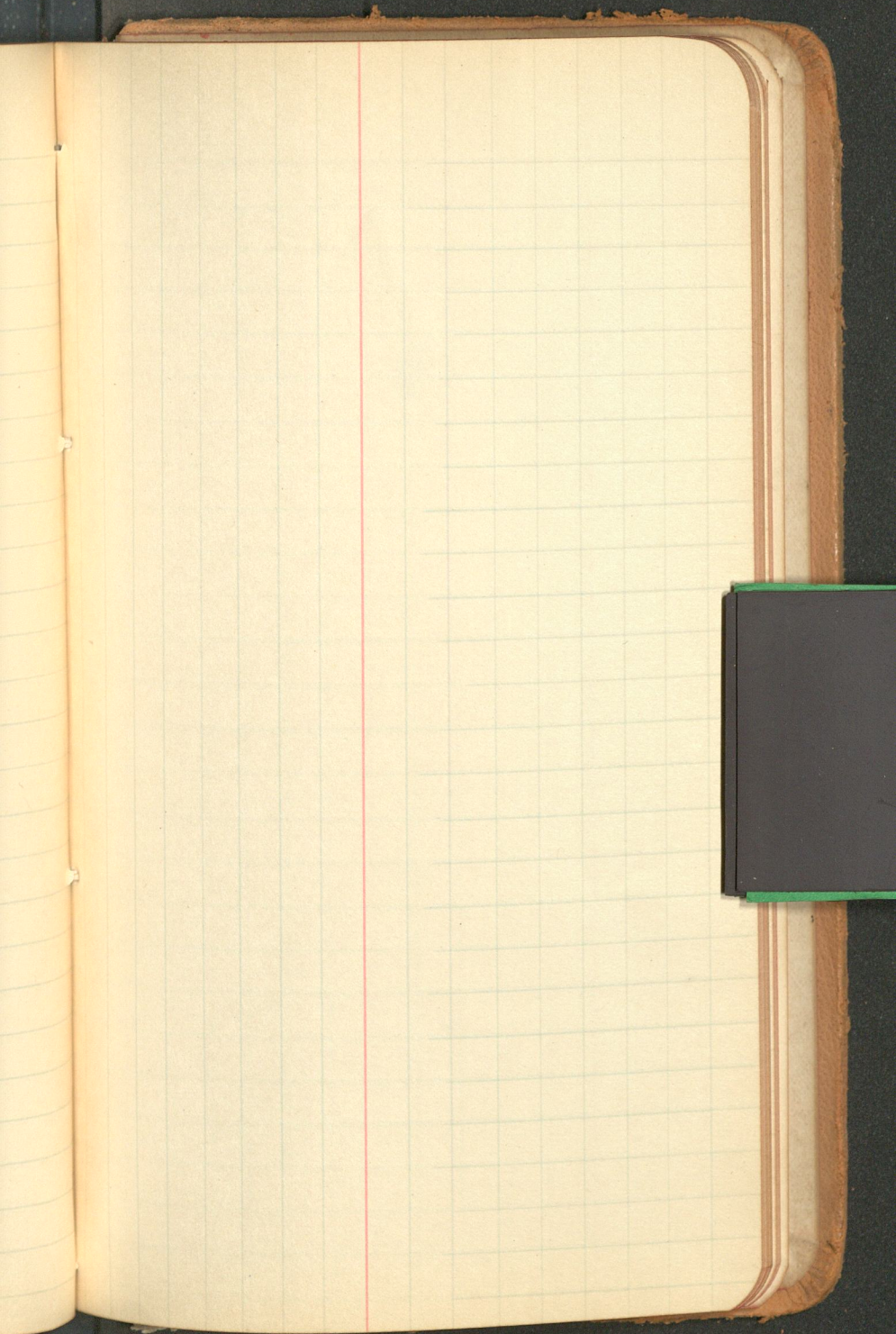


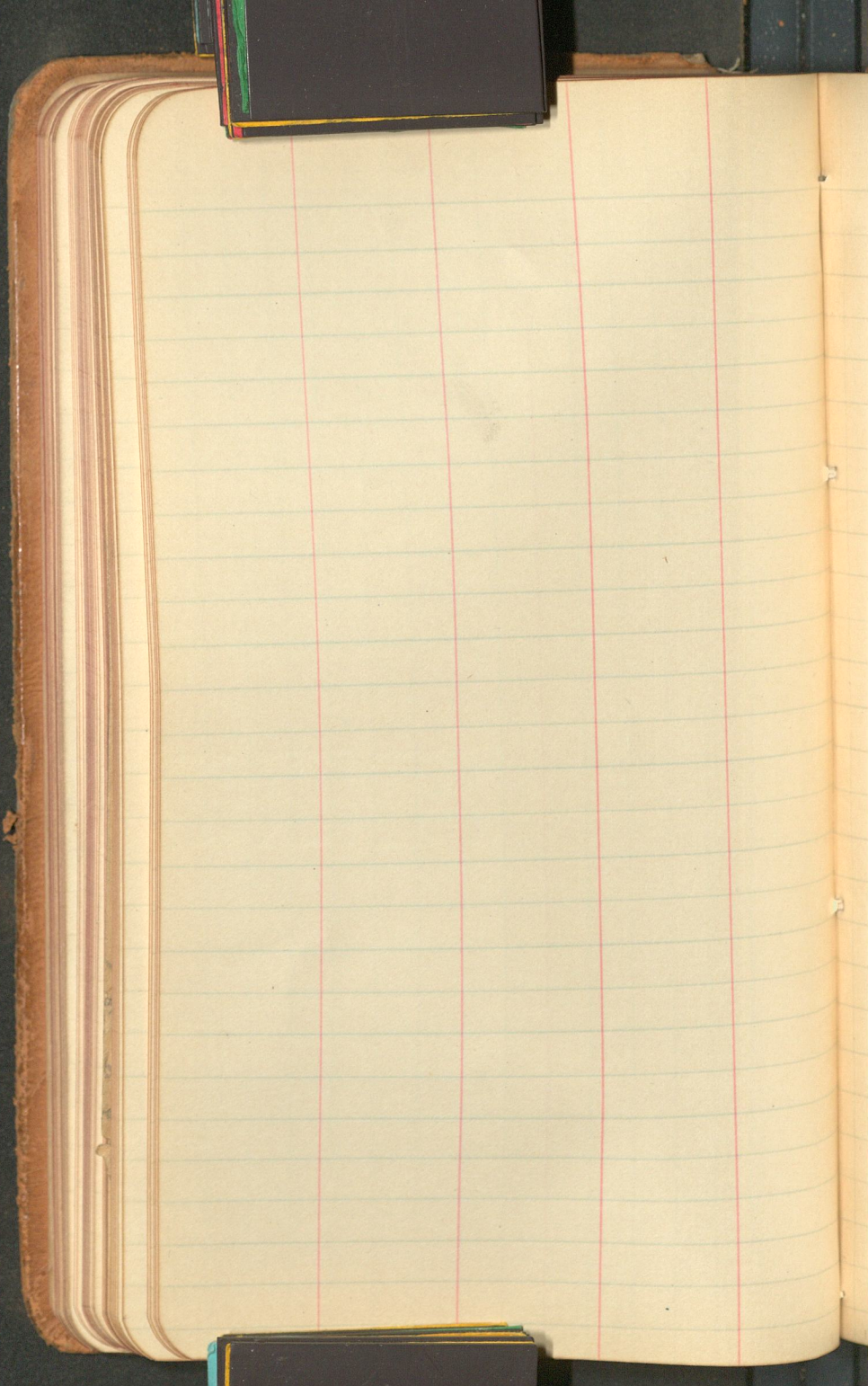


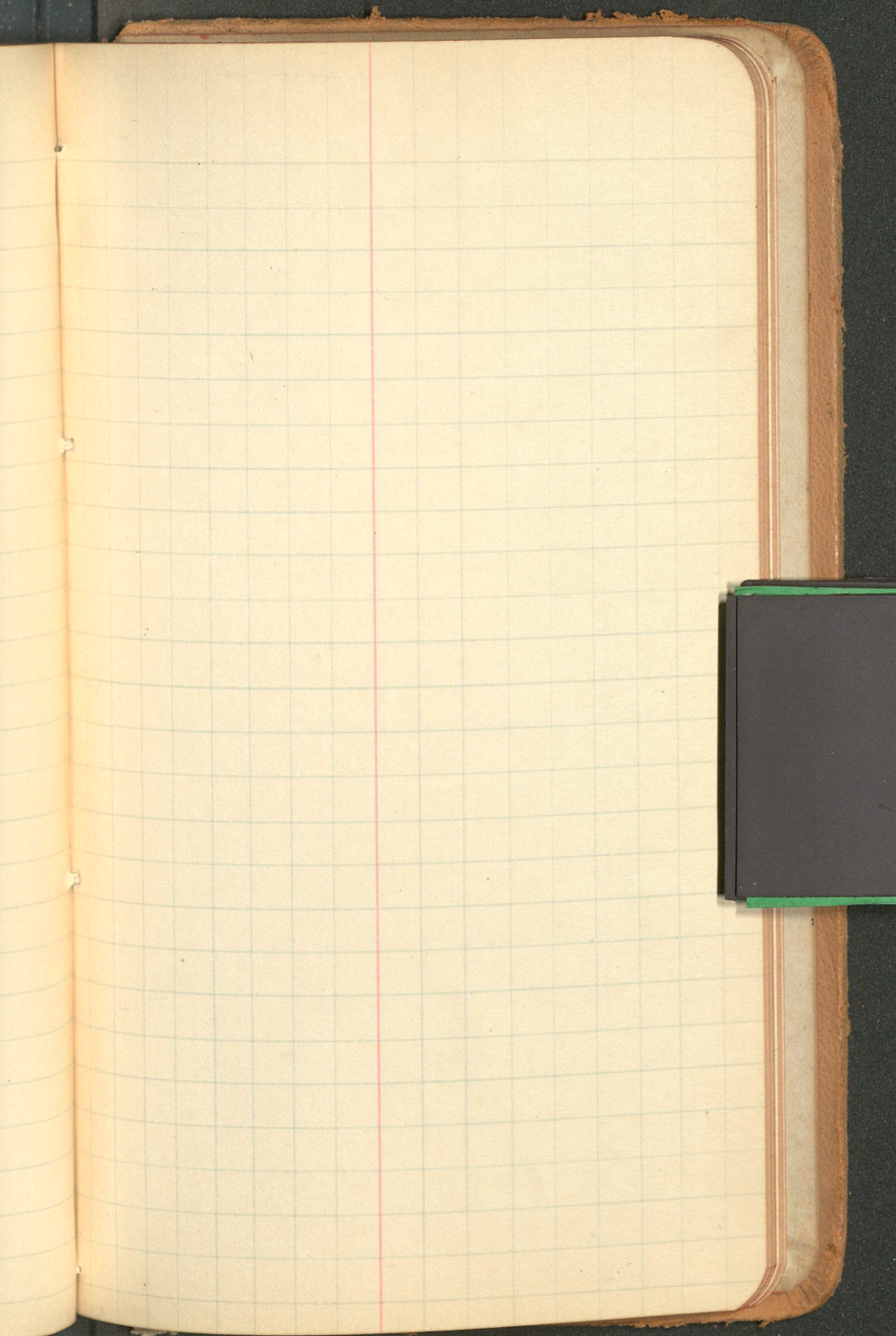


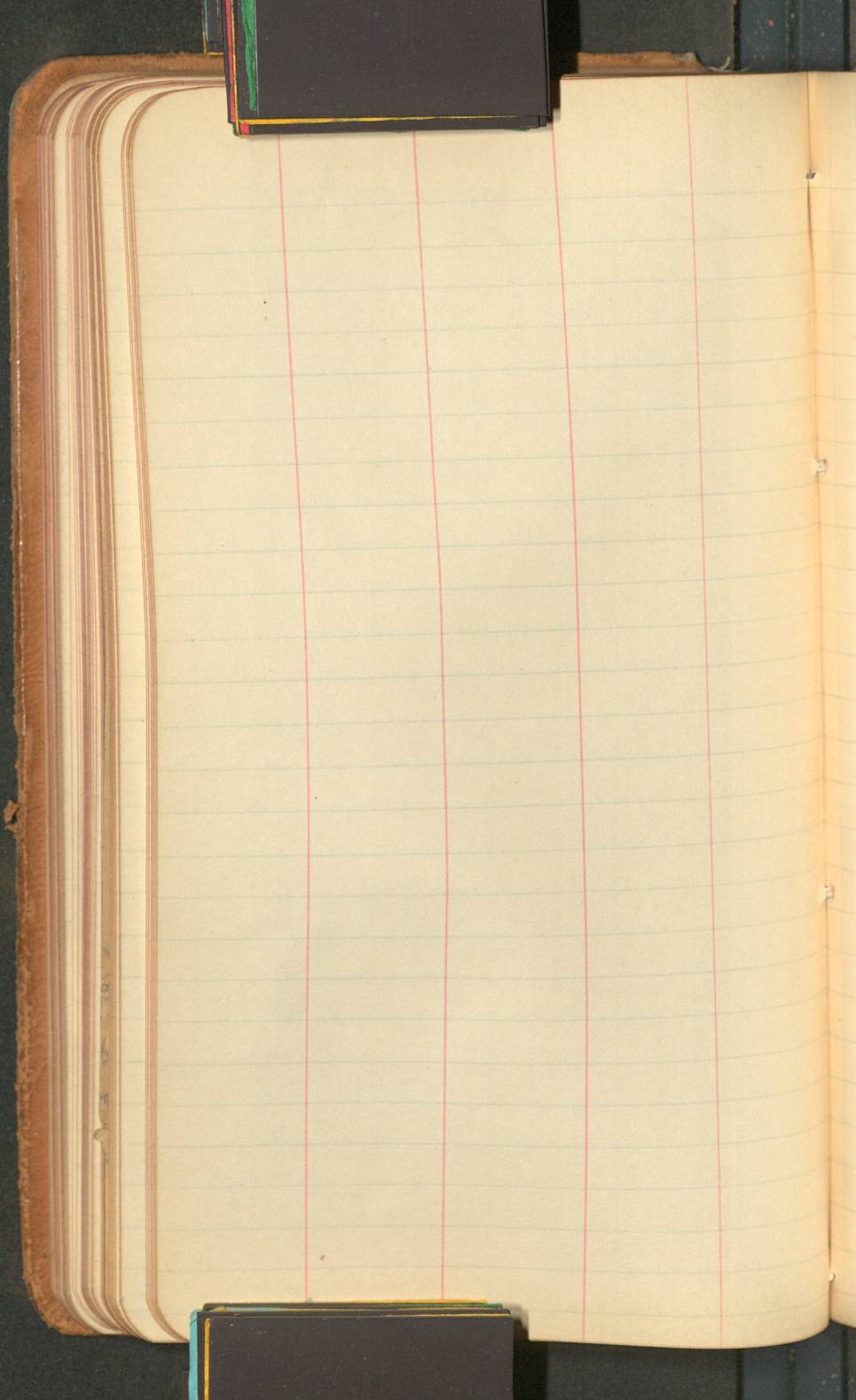




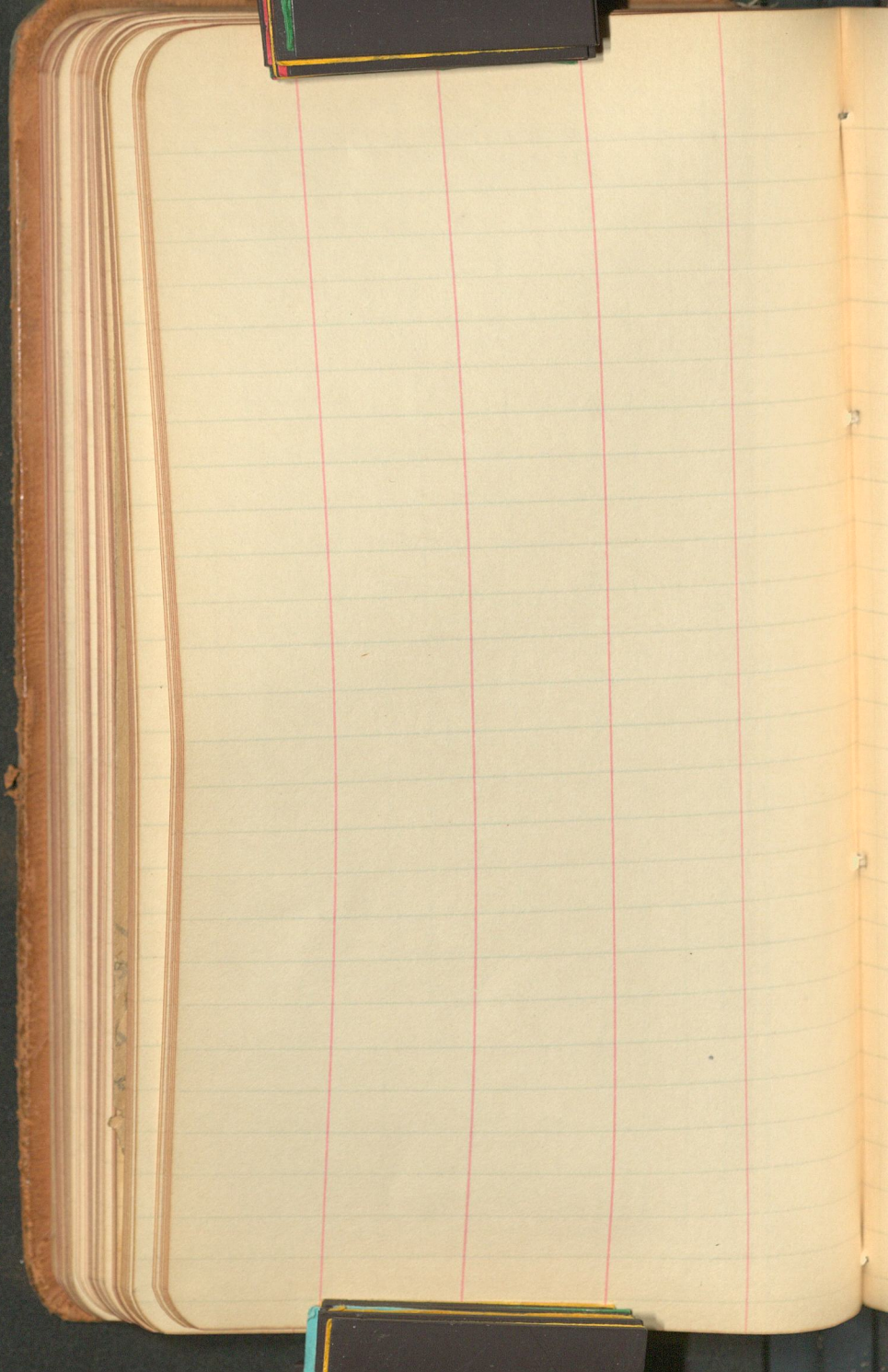


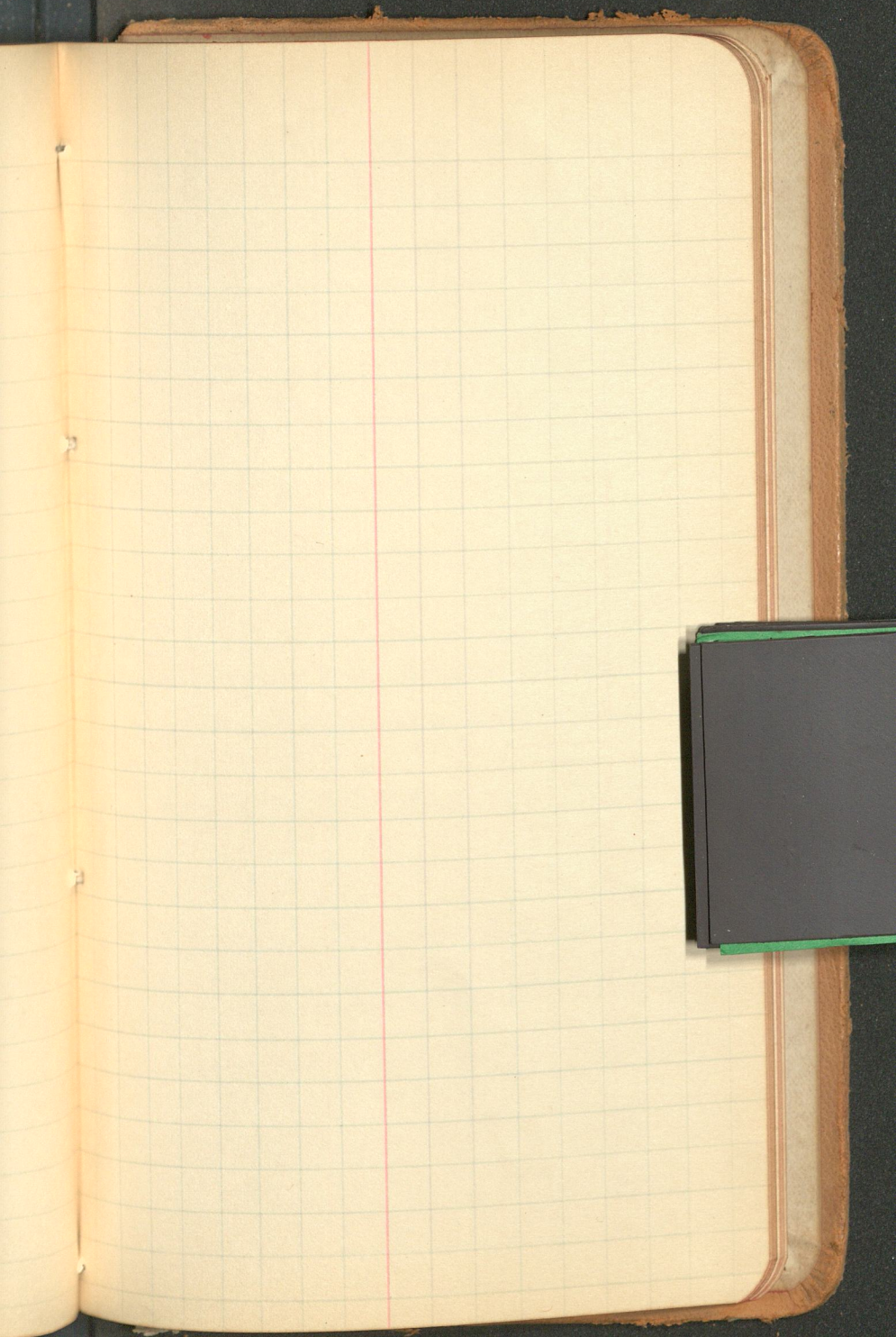


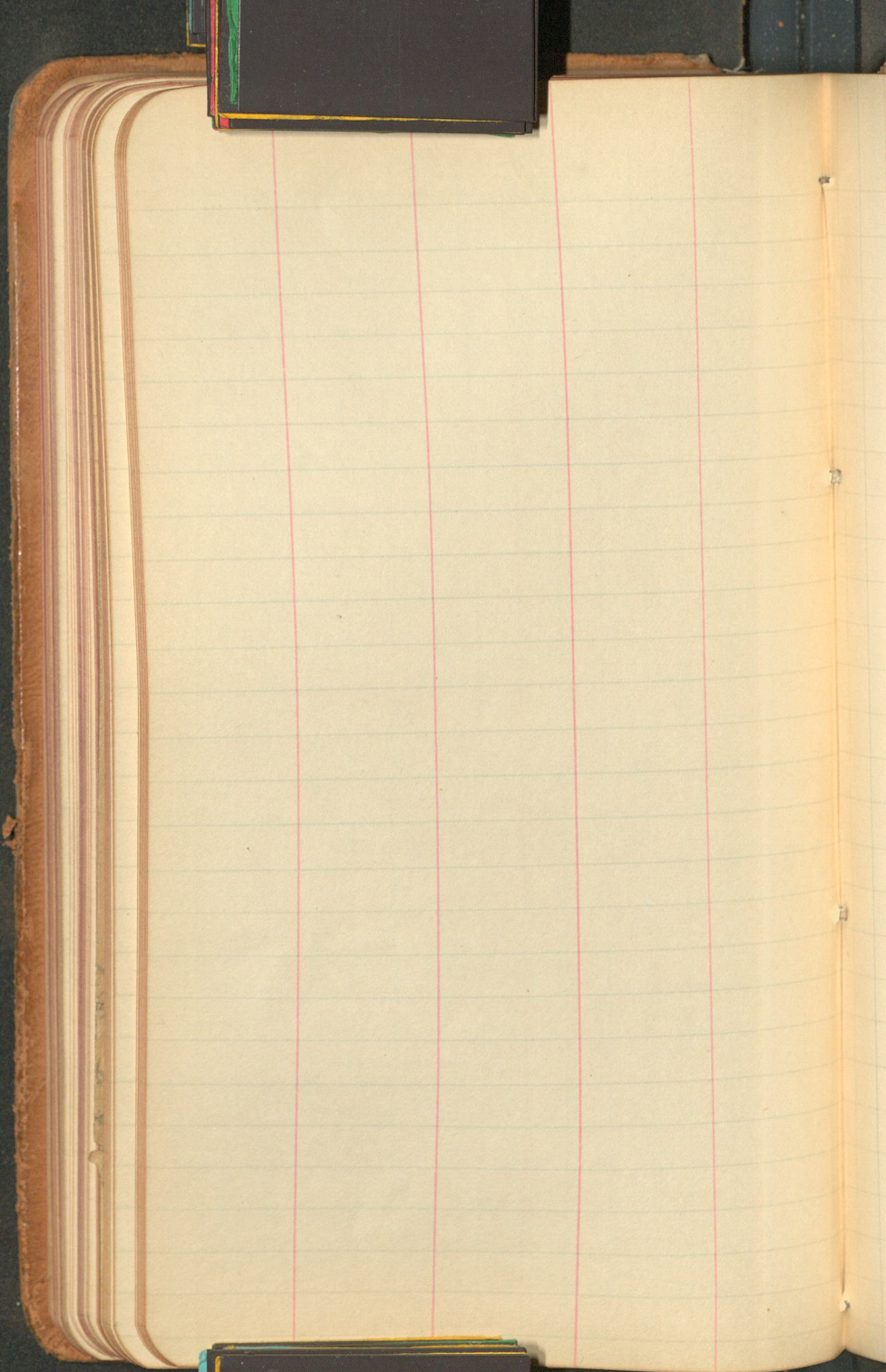


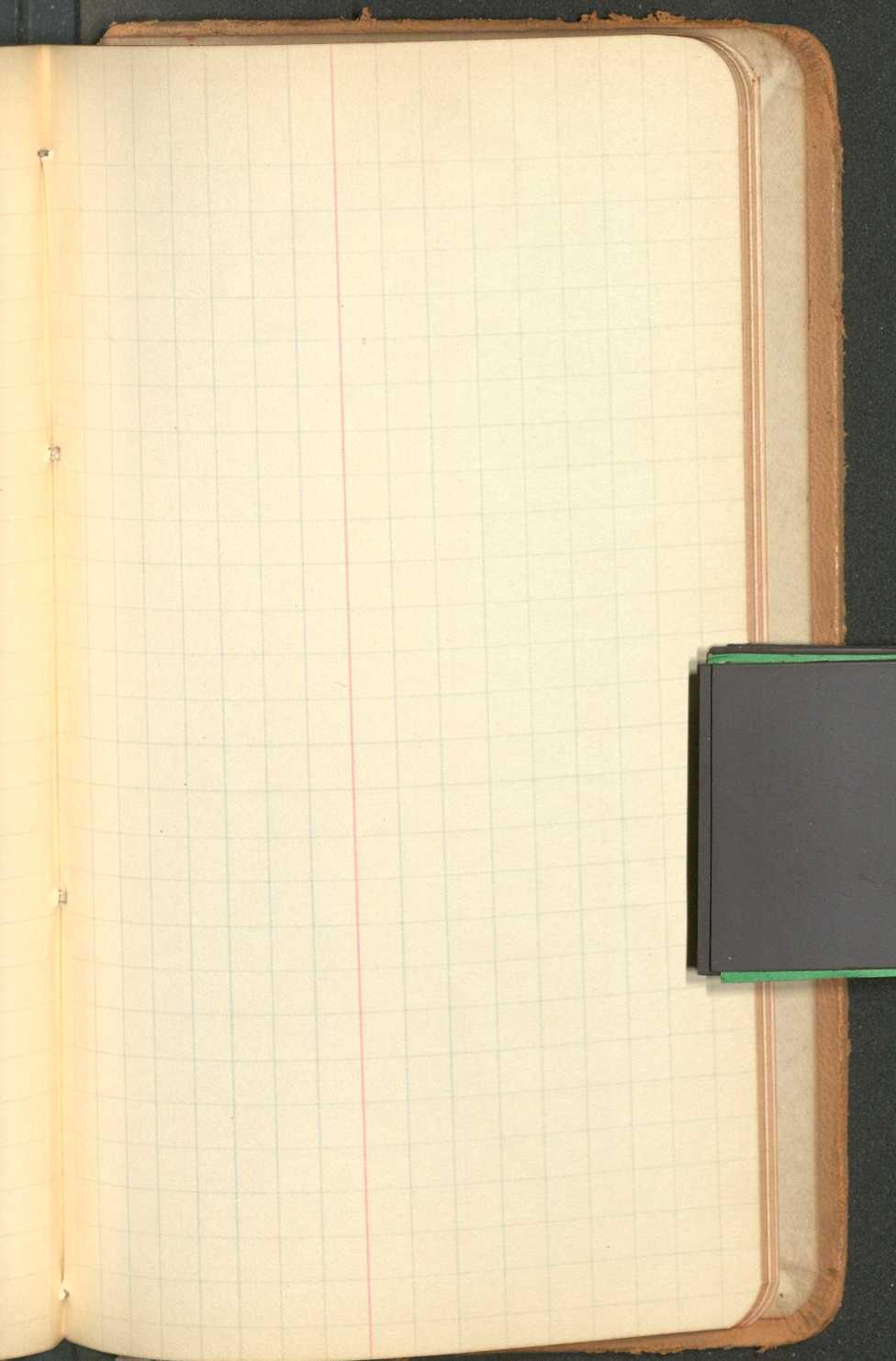


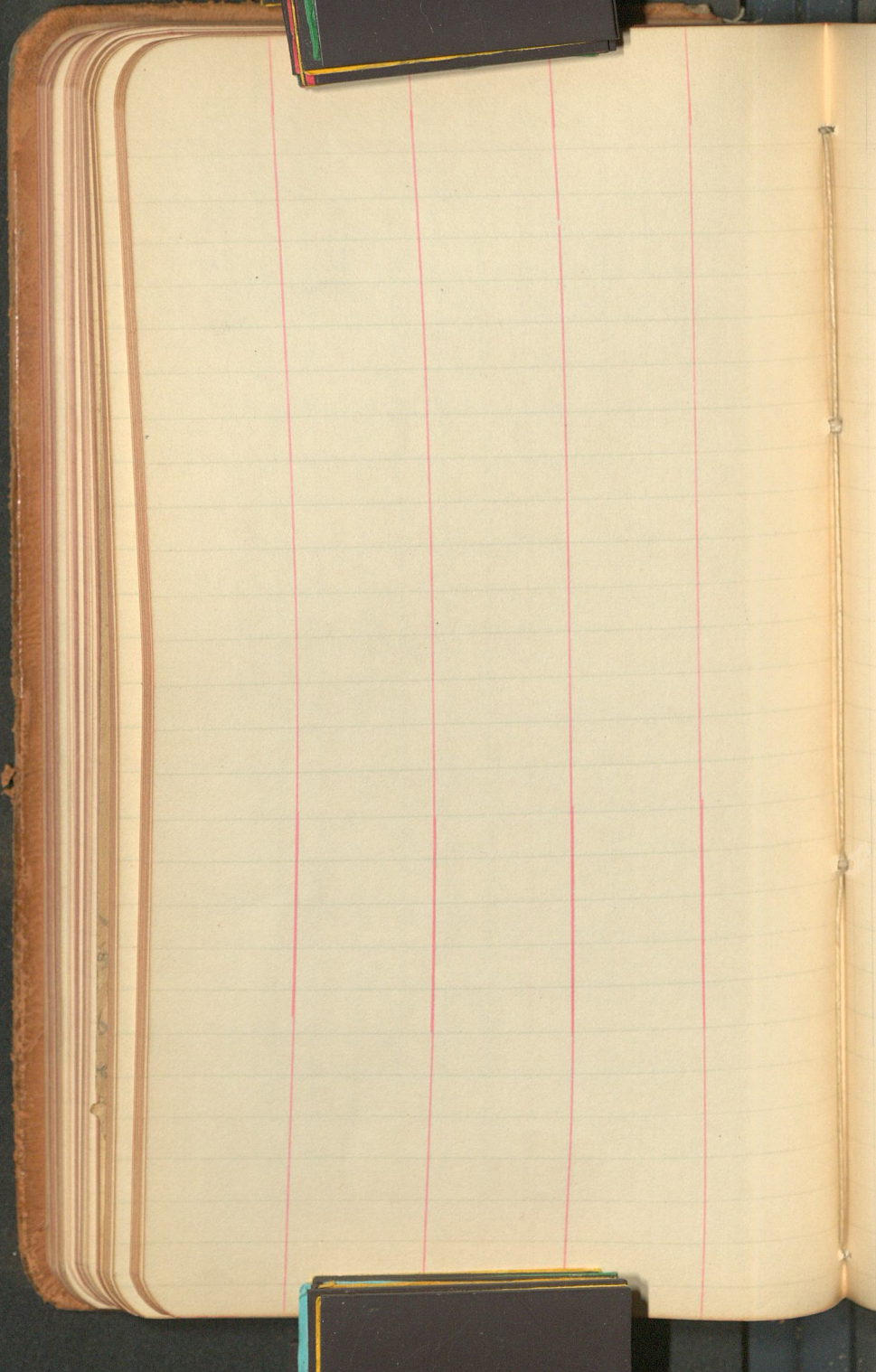




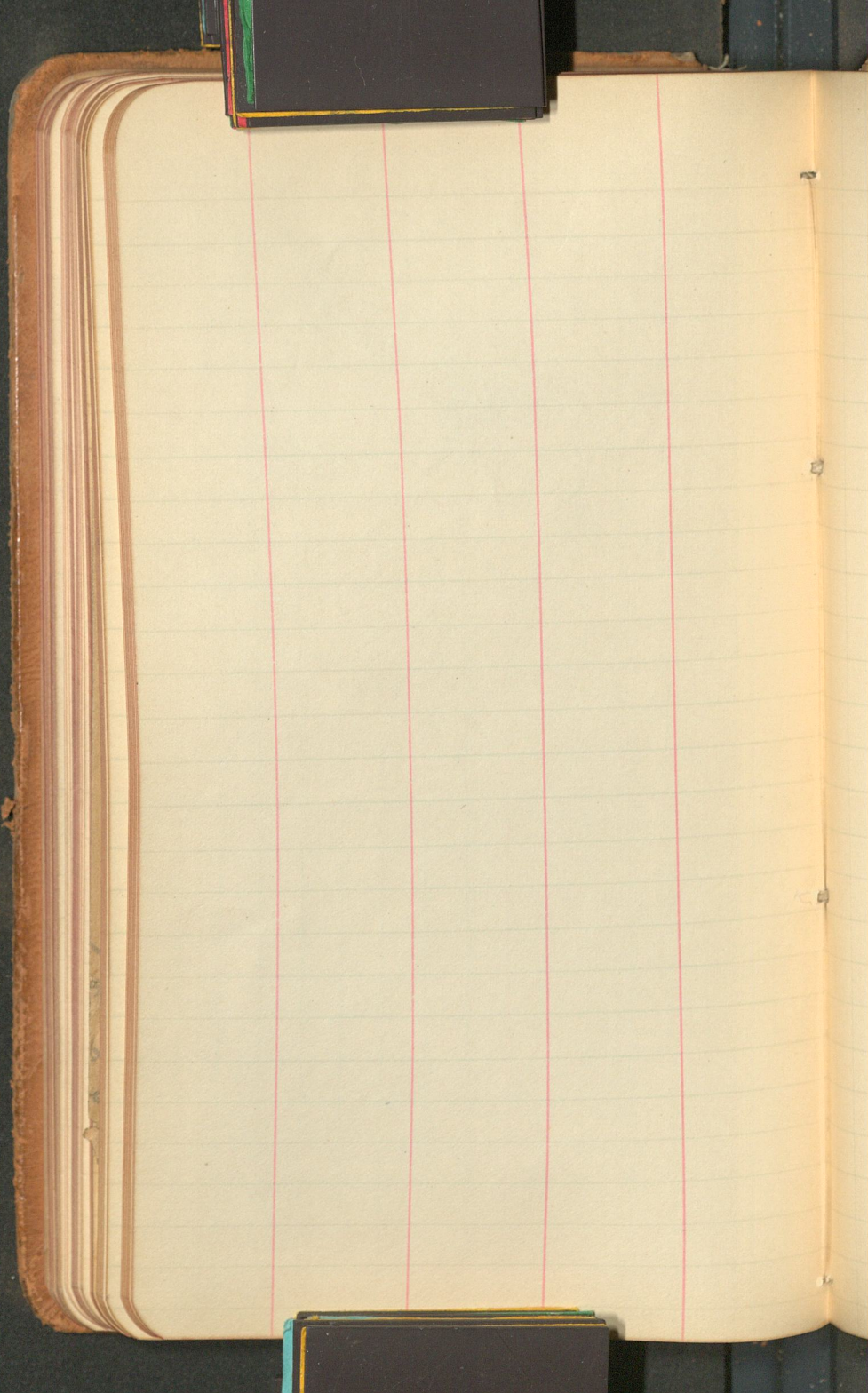


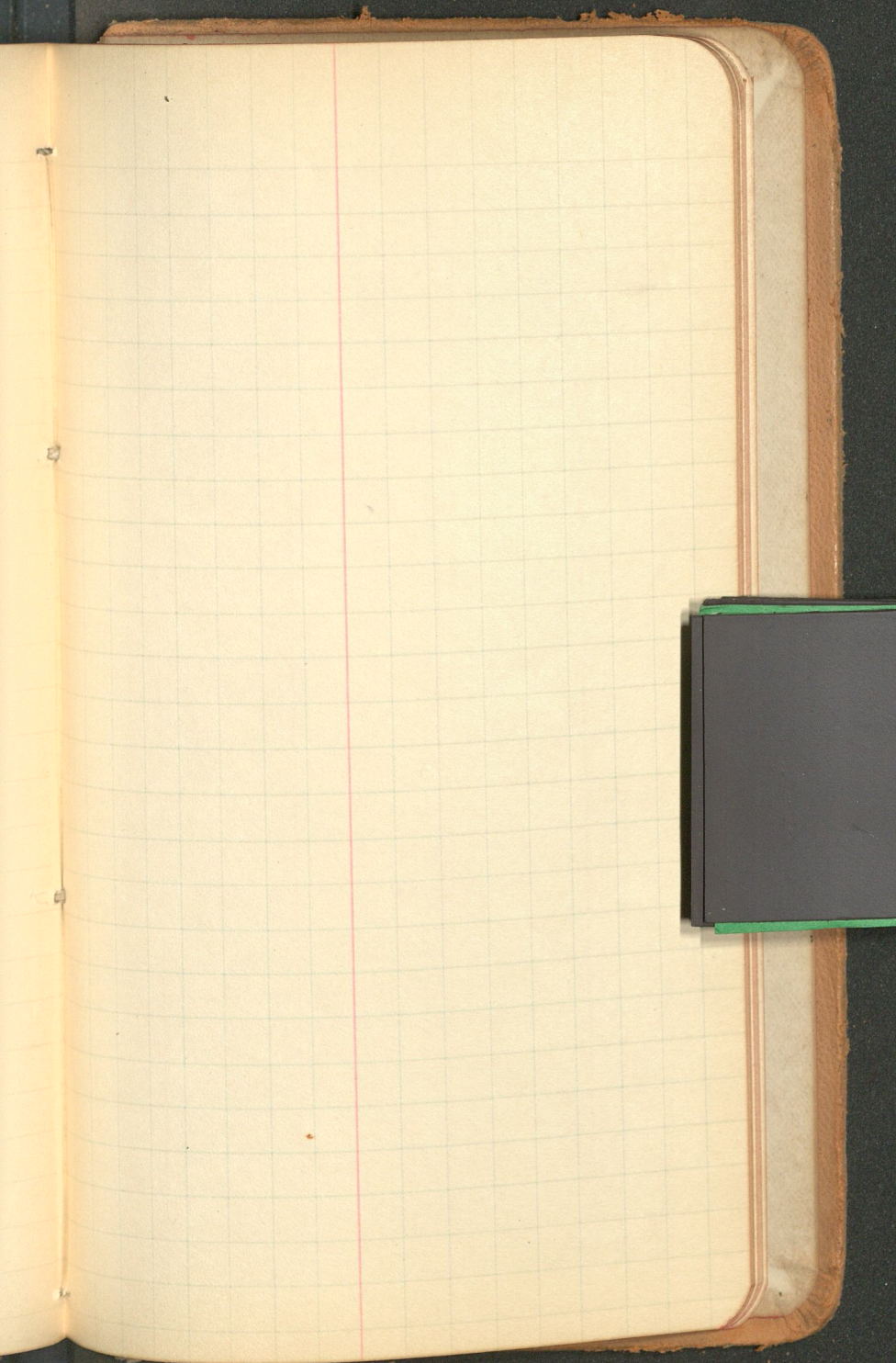


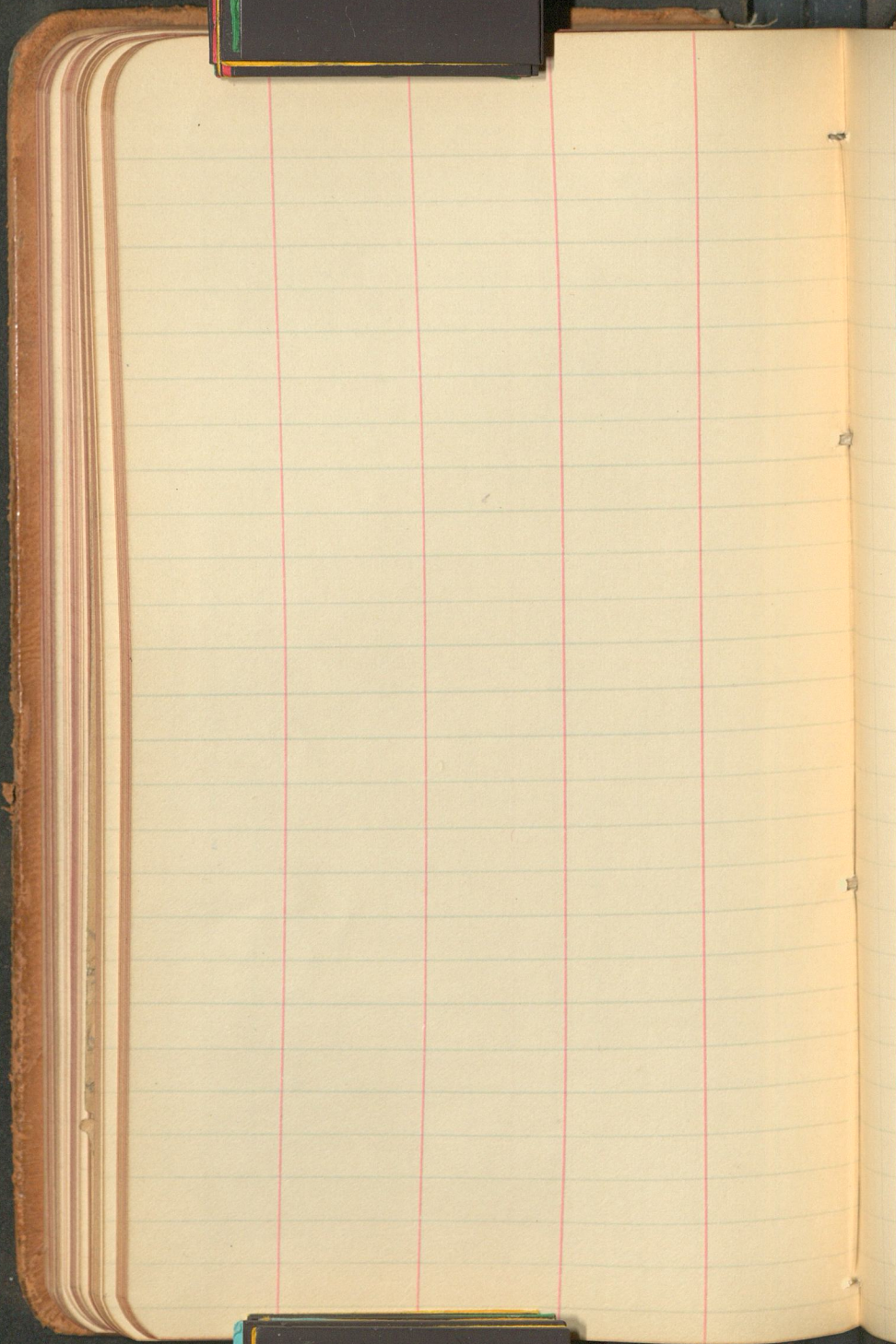


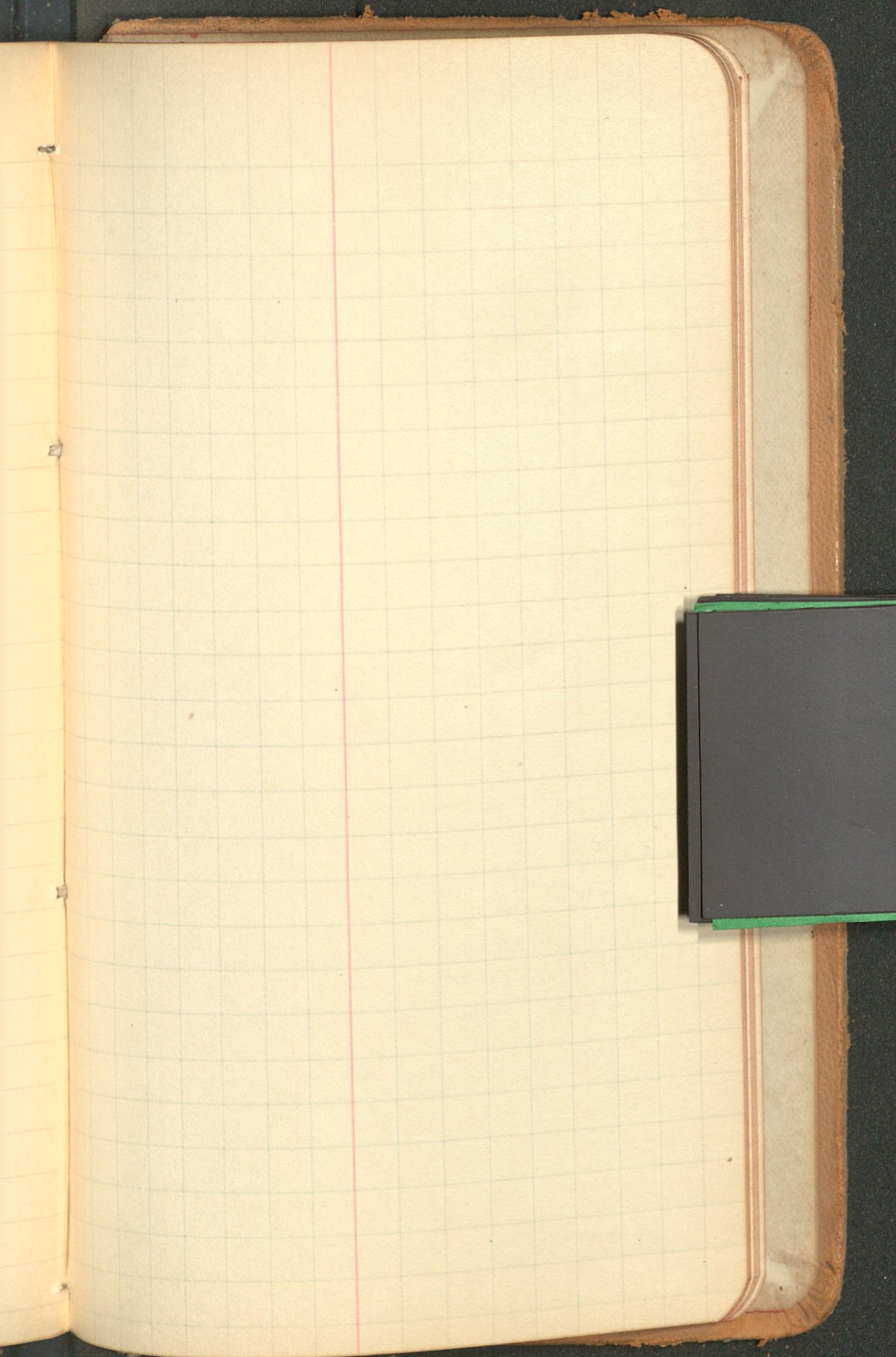


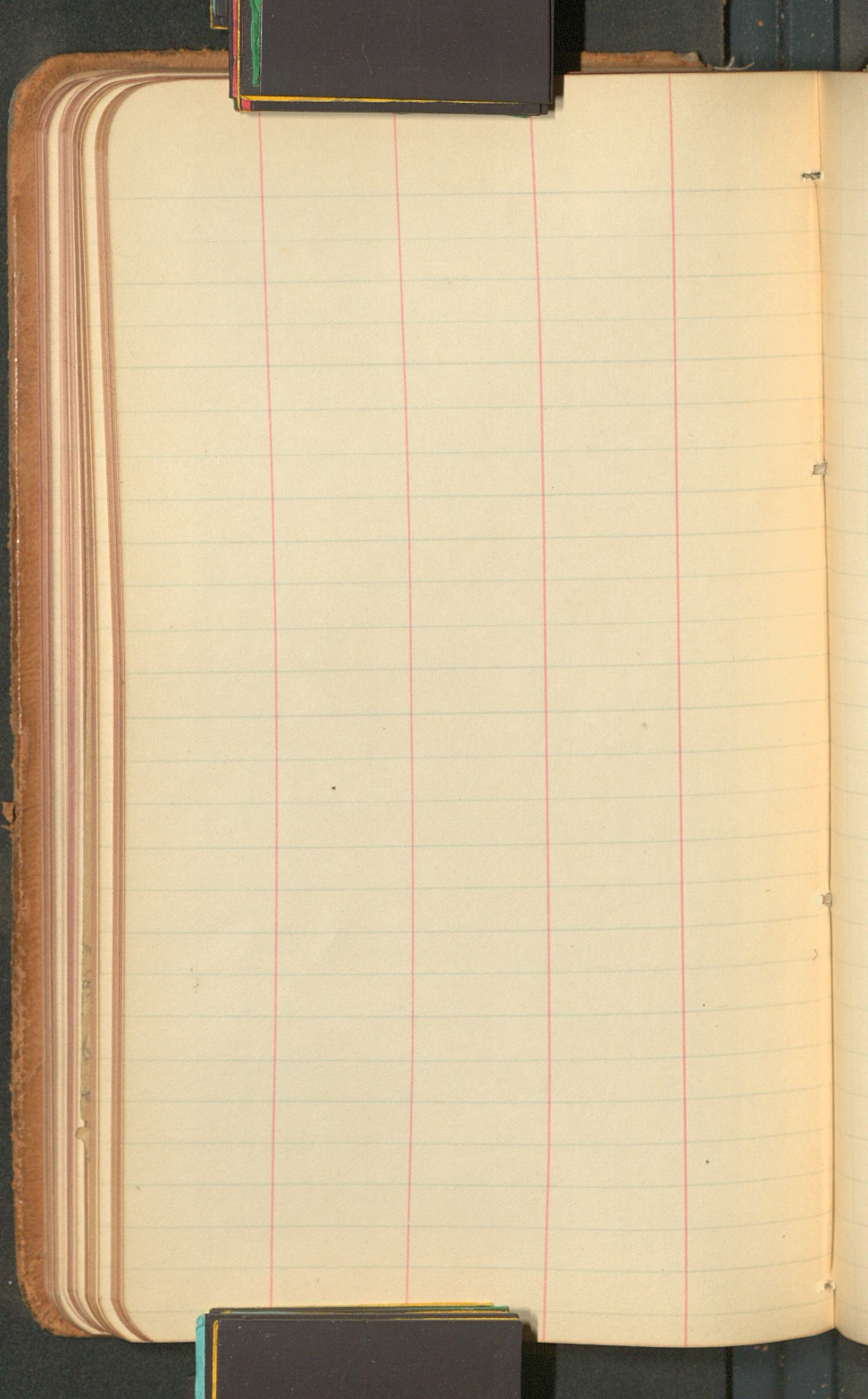


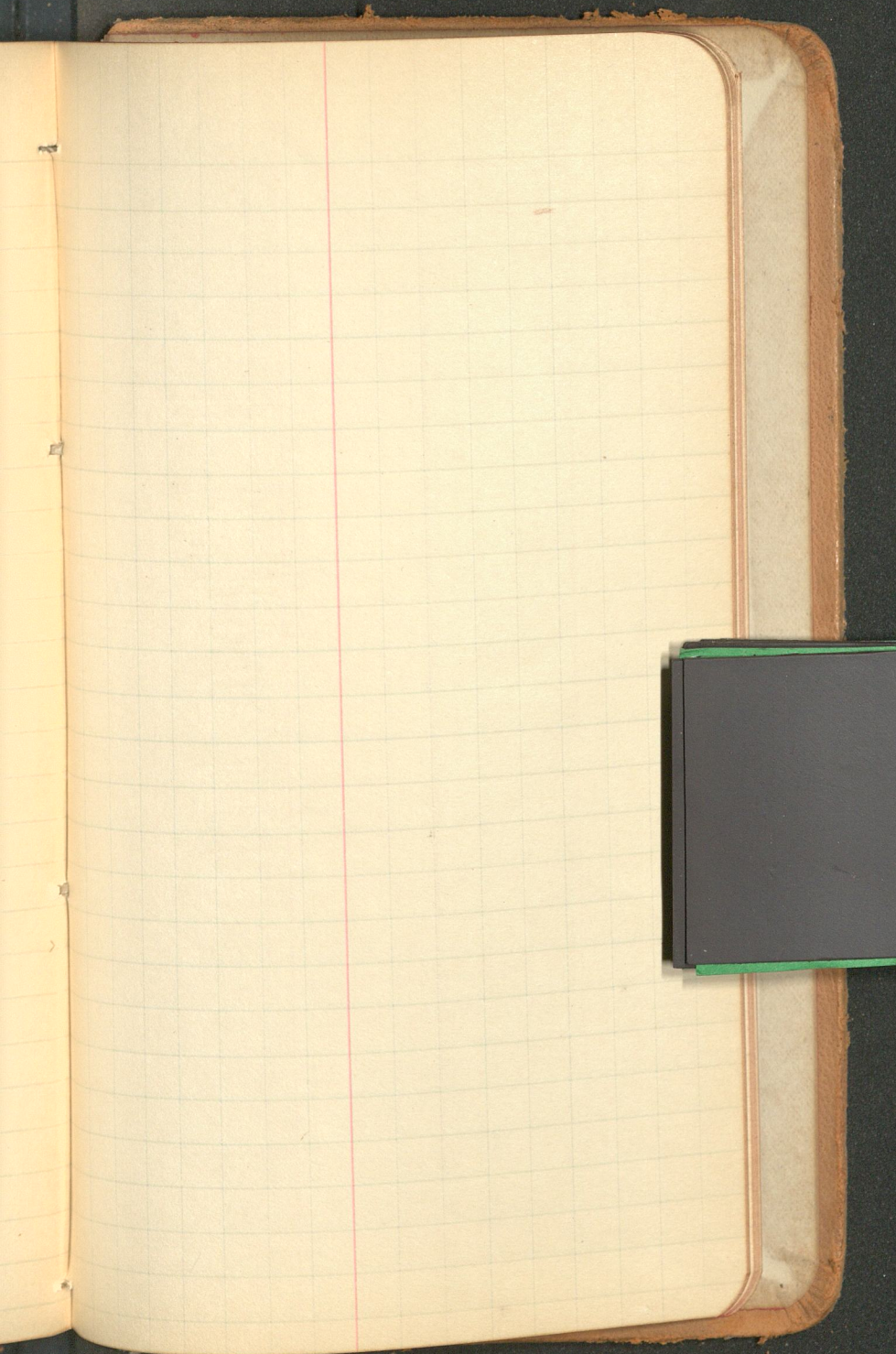


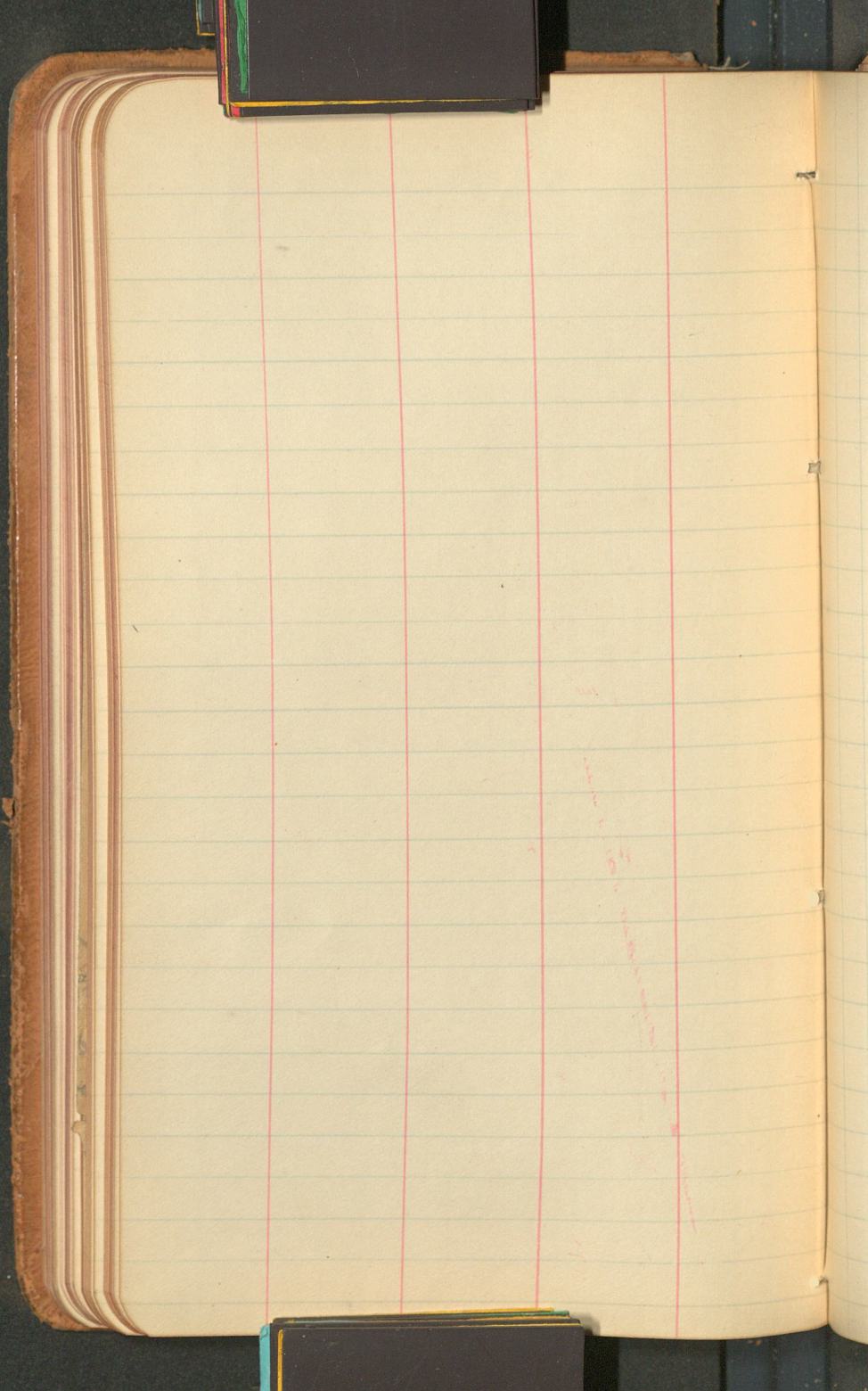


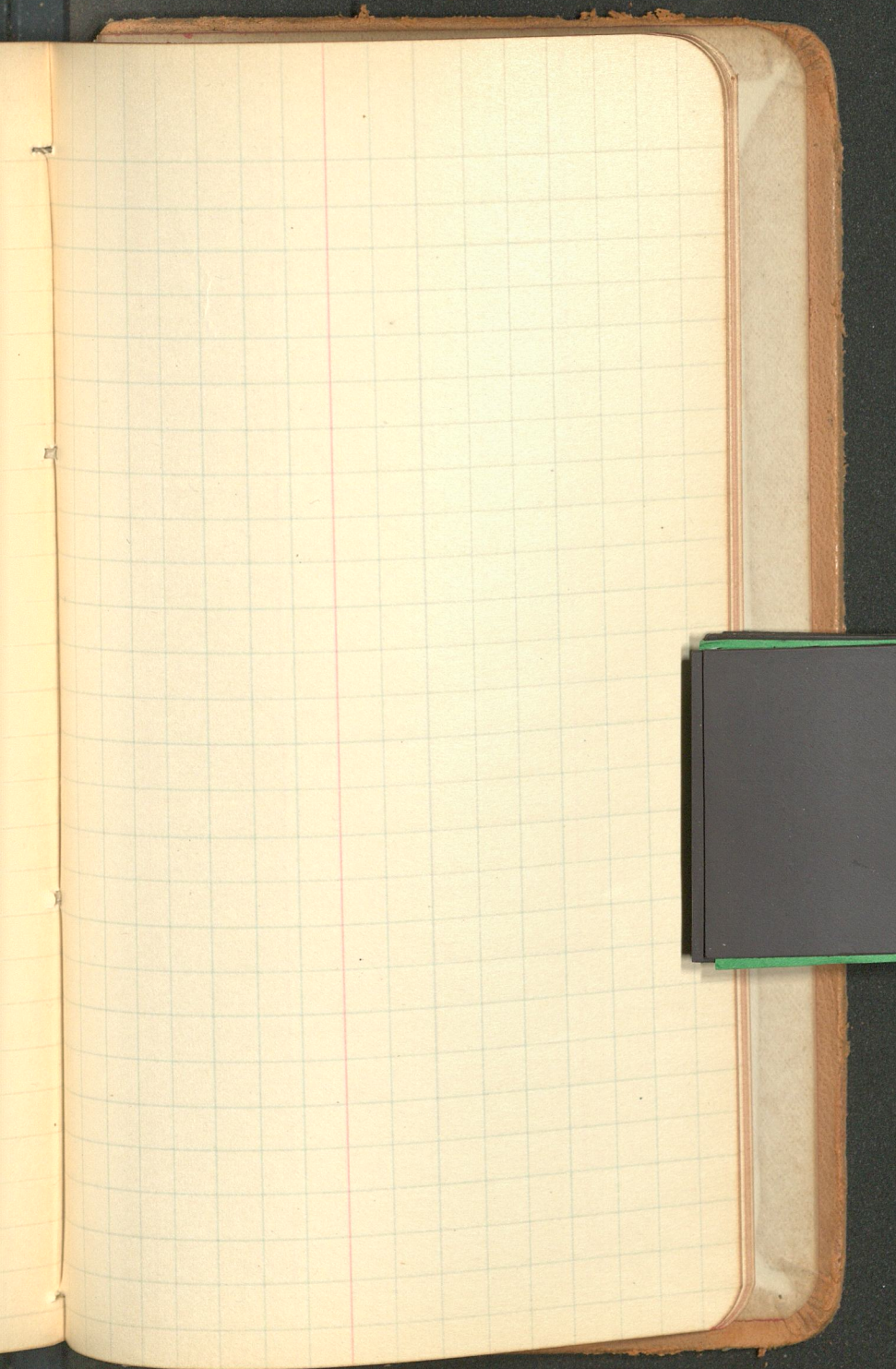


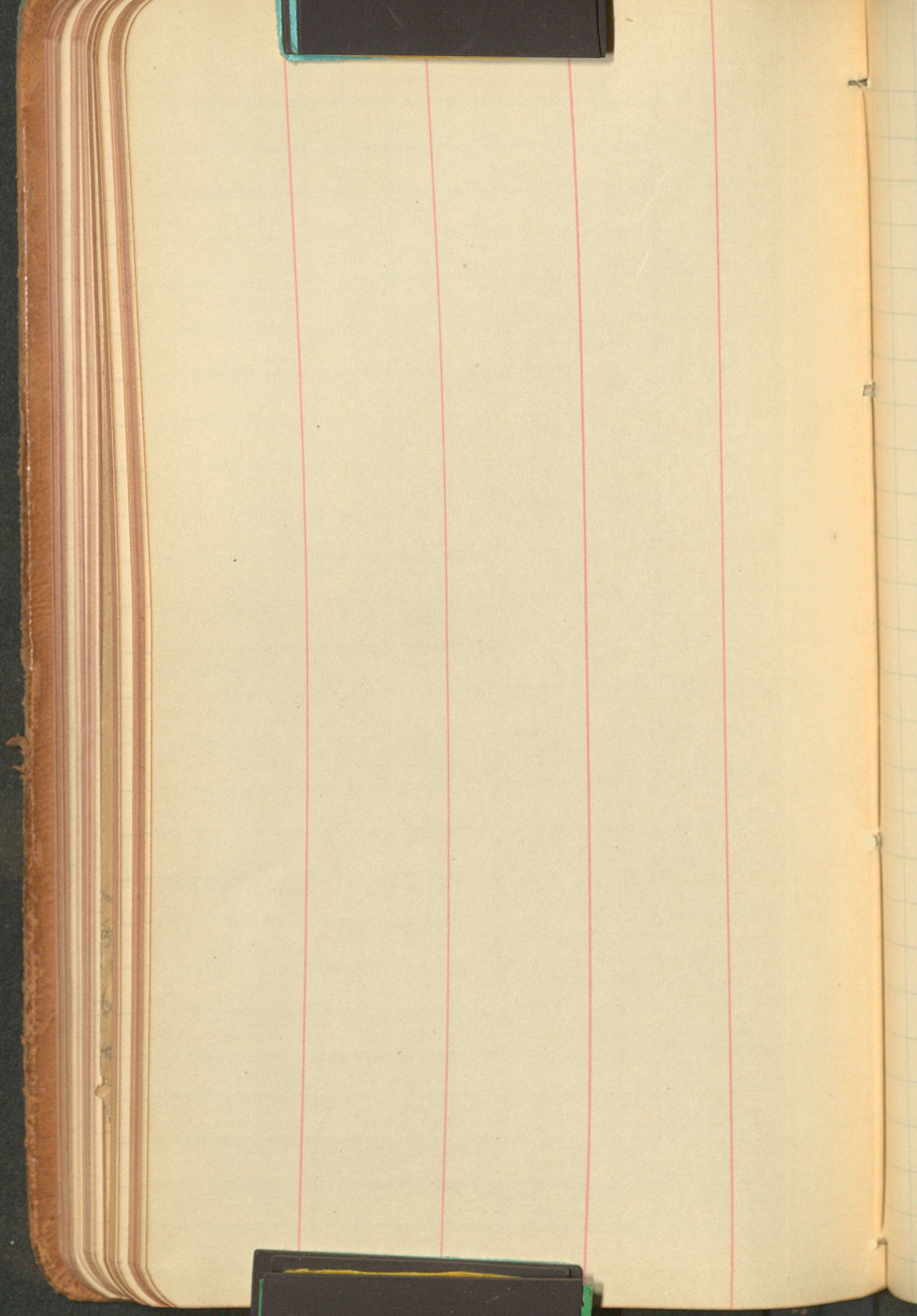


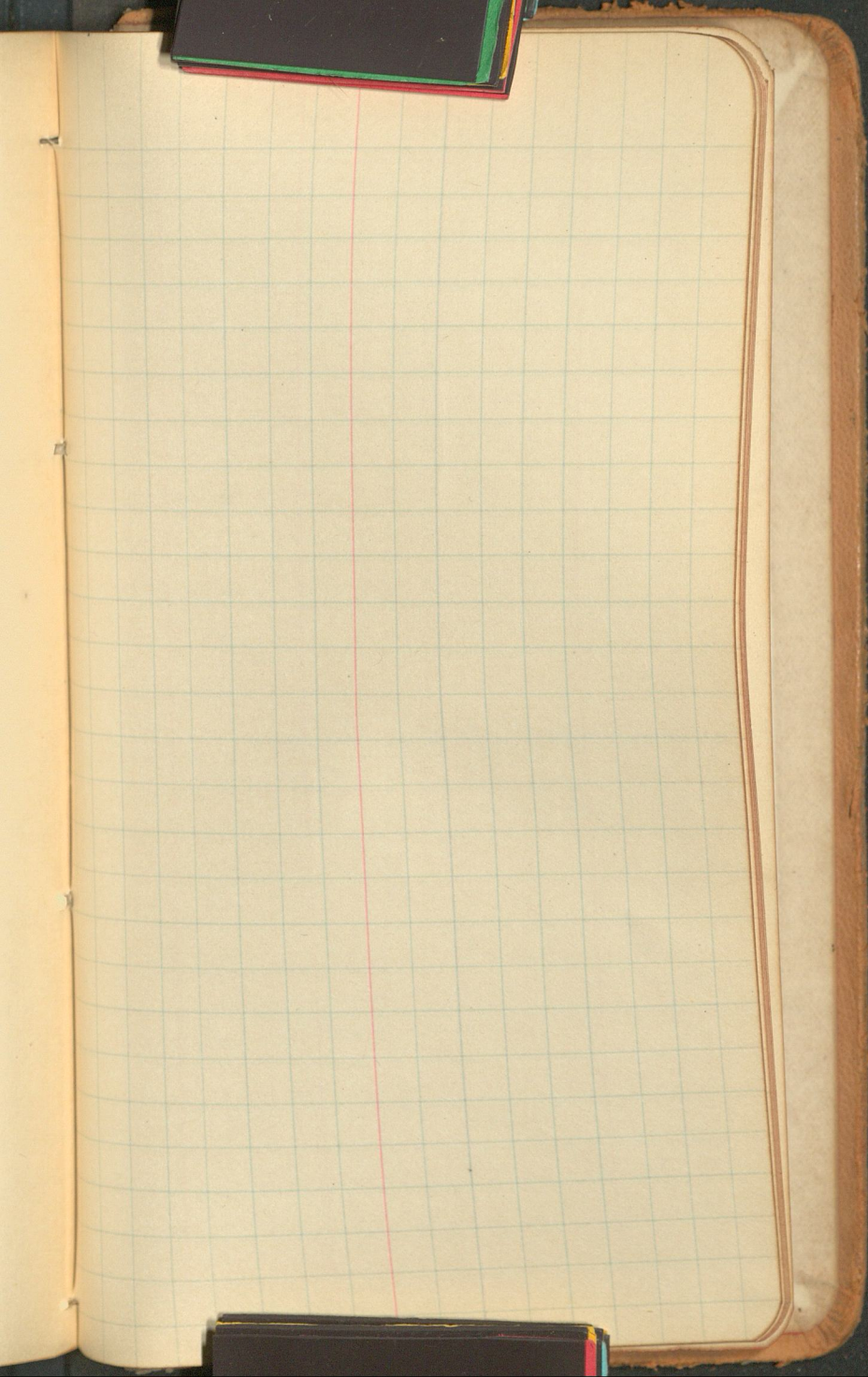




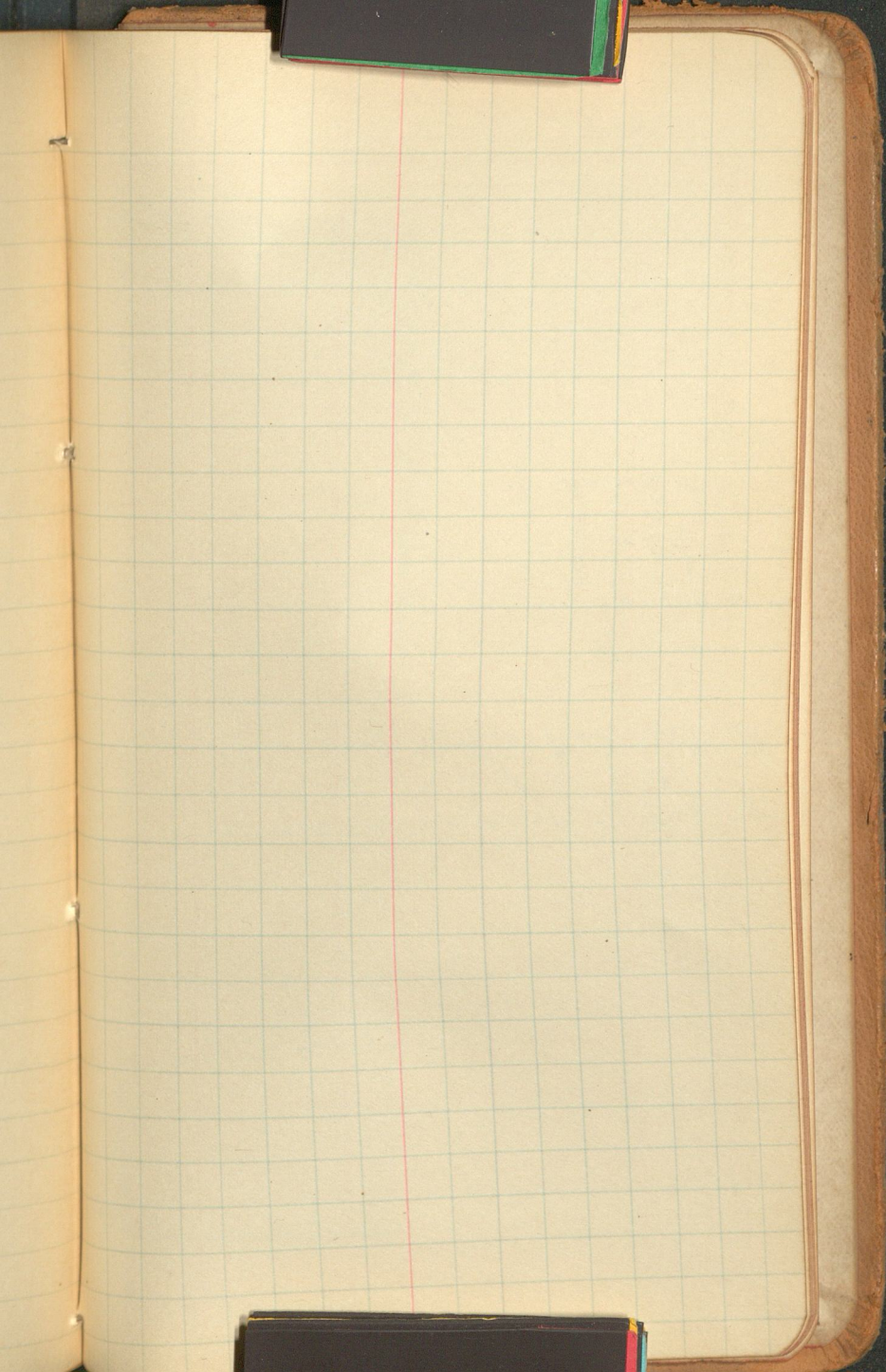


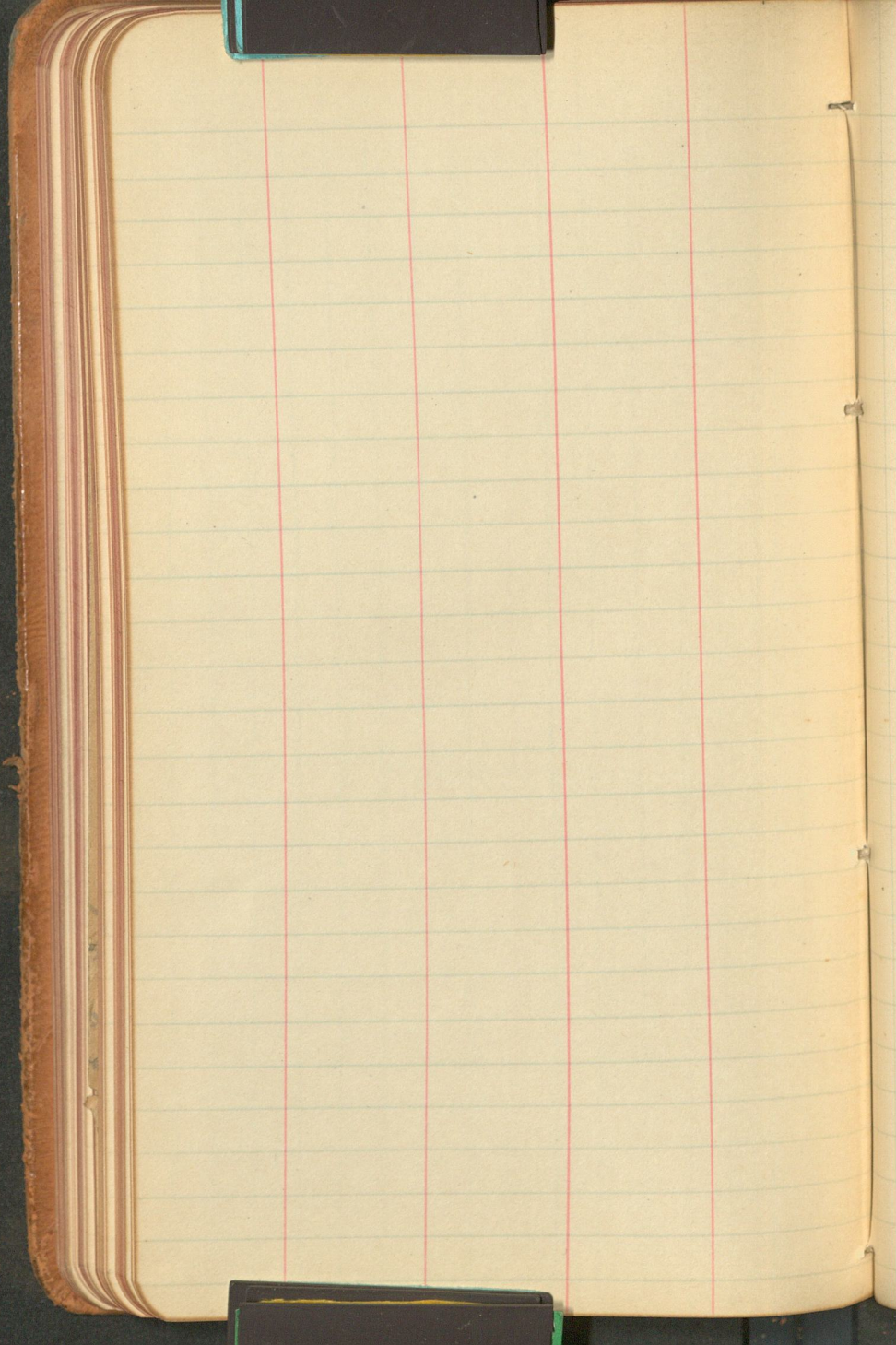


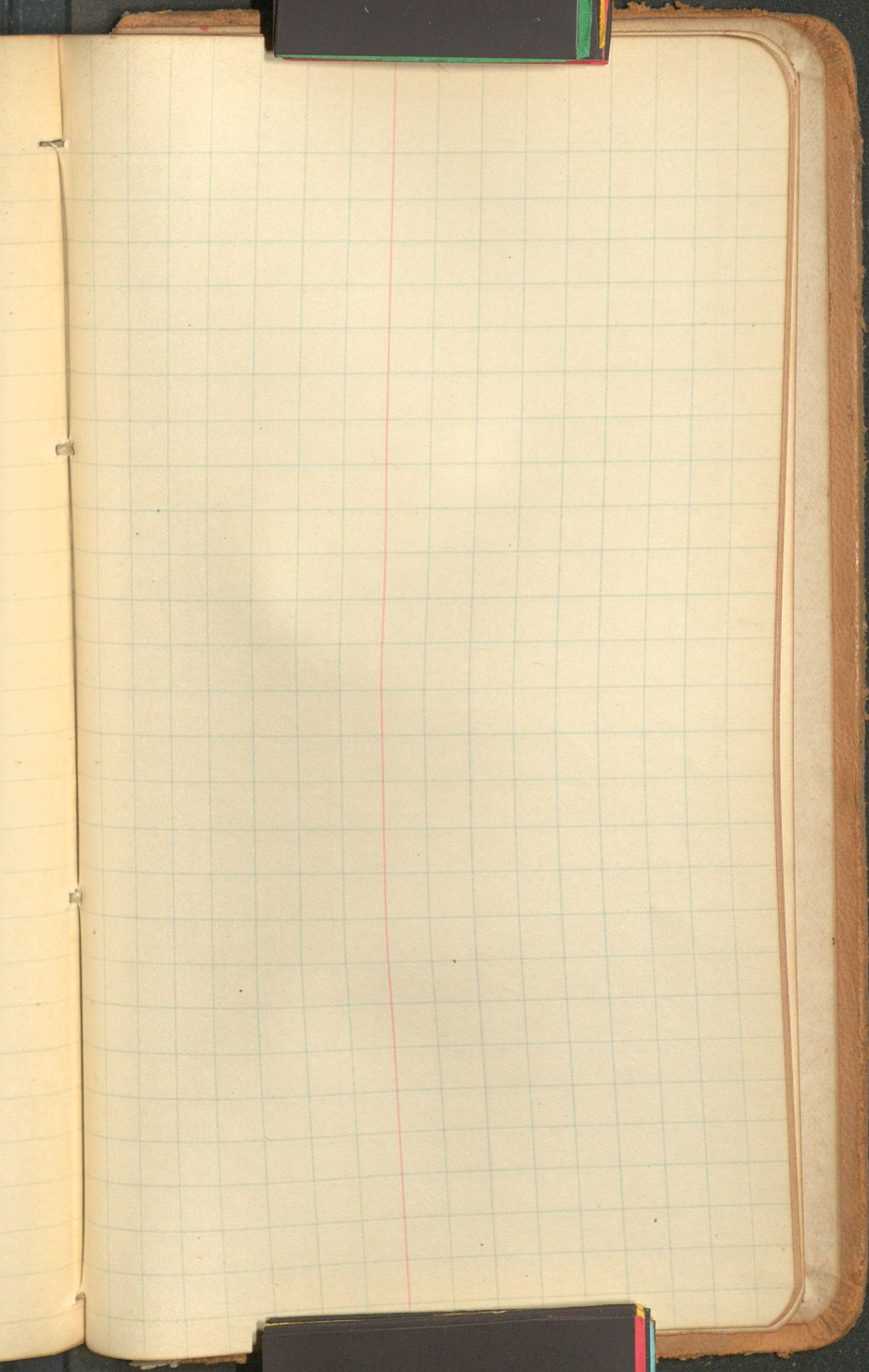












Recd. from

L. M. Fanning

Books giving areas

following miles.

715 to 729

729 to 730

730 to 737

730 to 731

746 to 747

770 to 789

Dist.

Miles

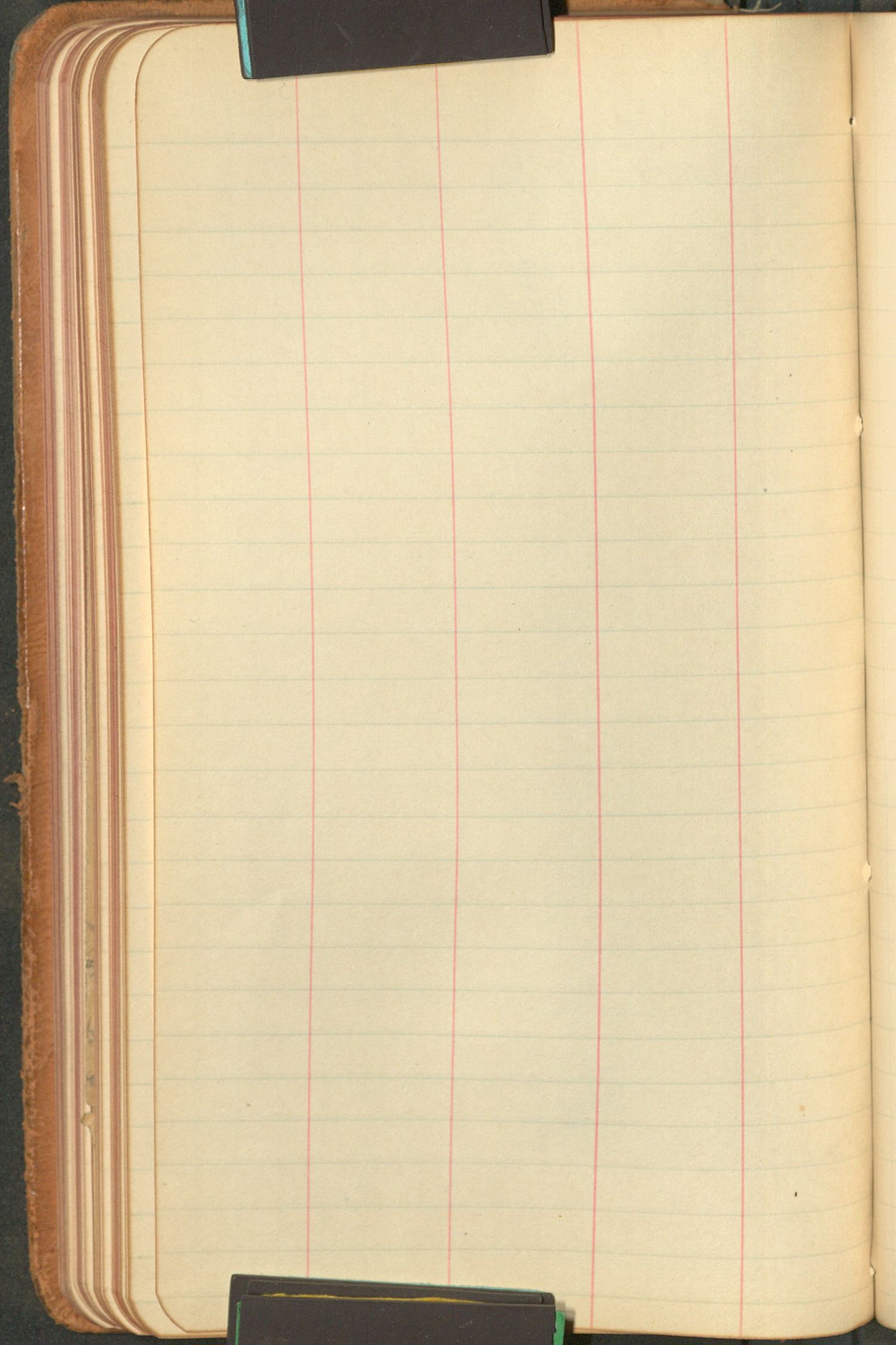
703.

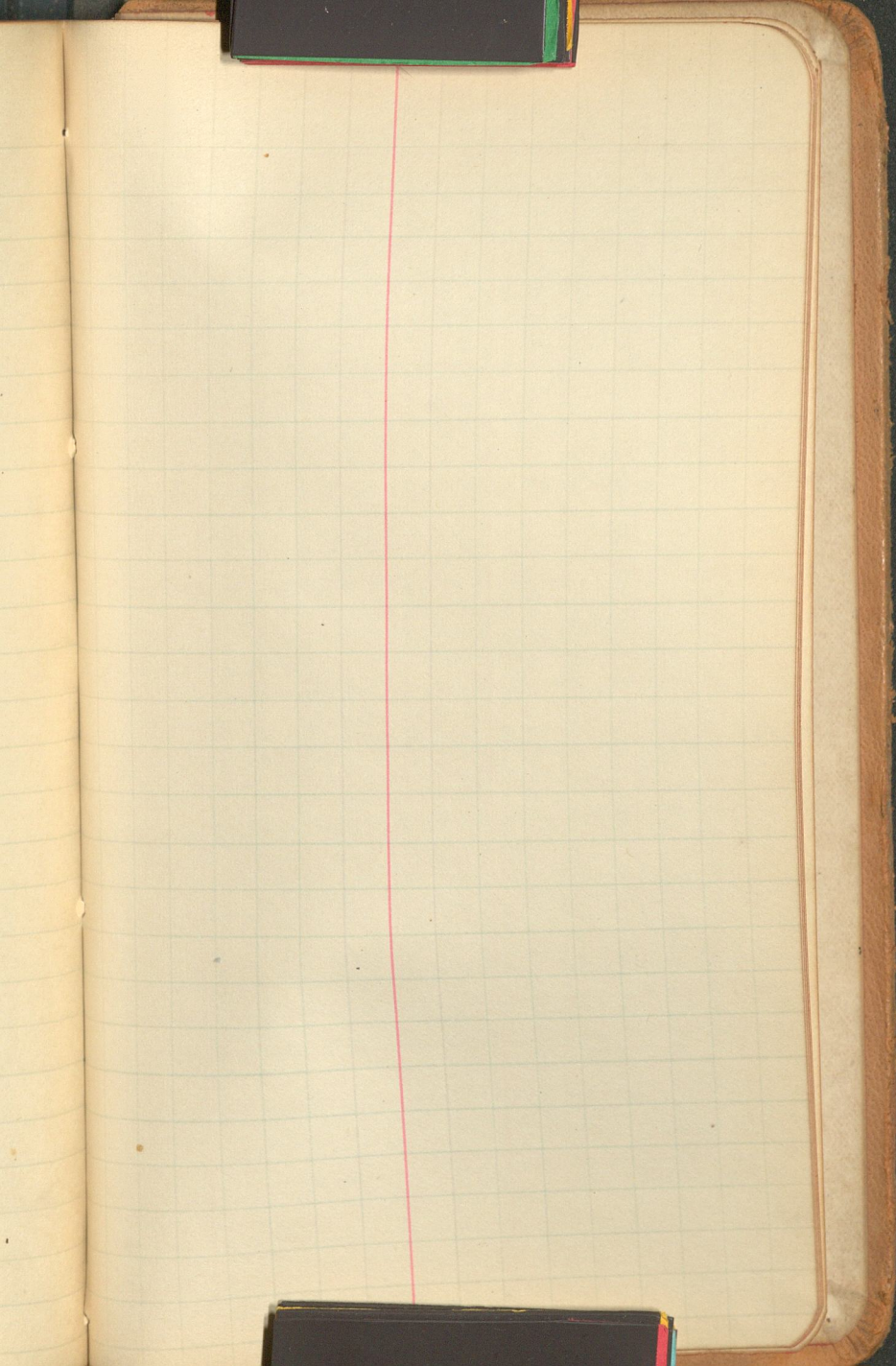
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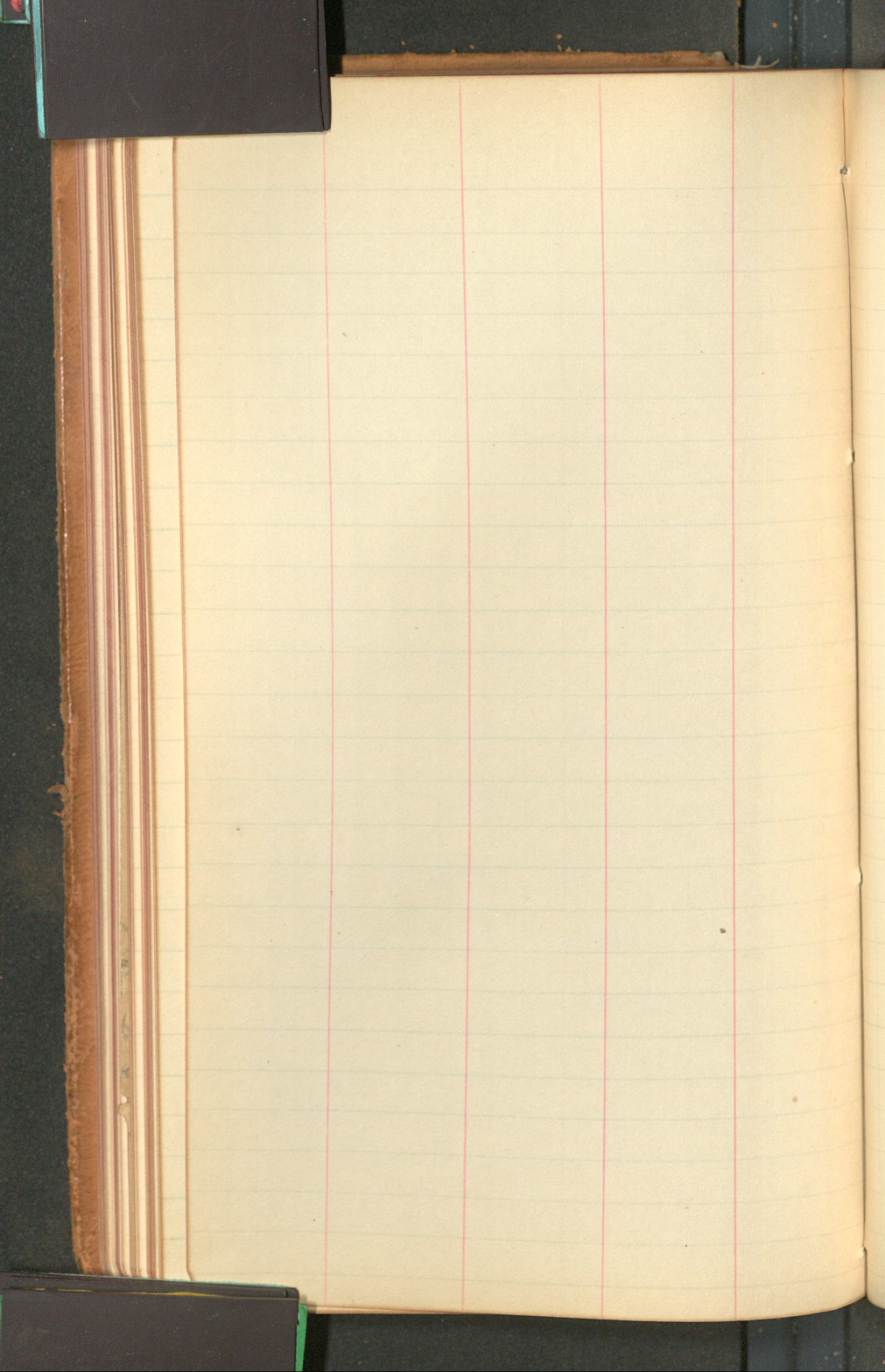
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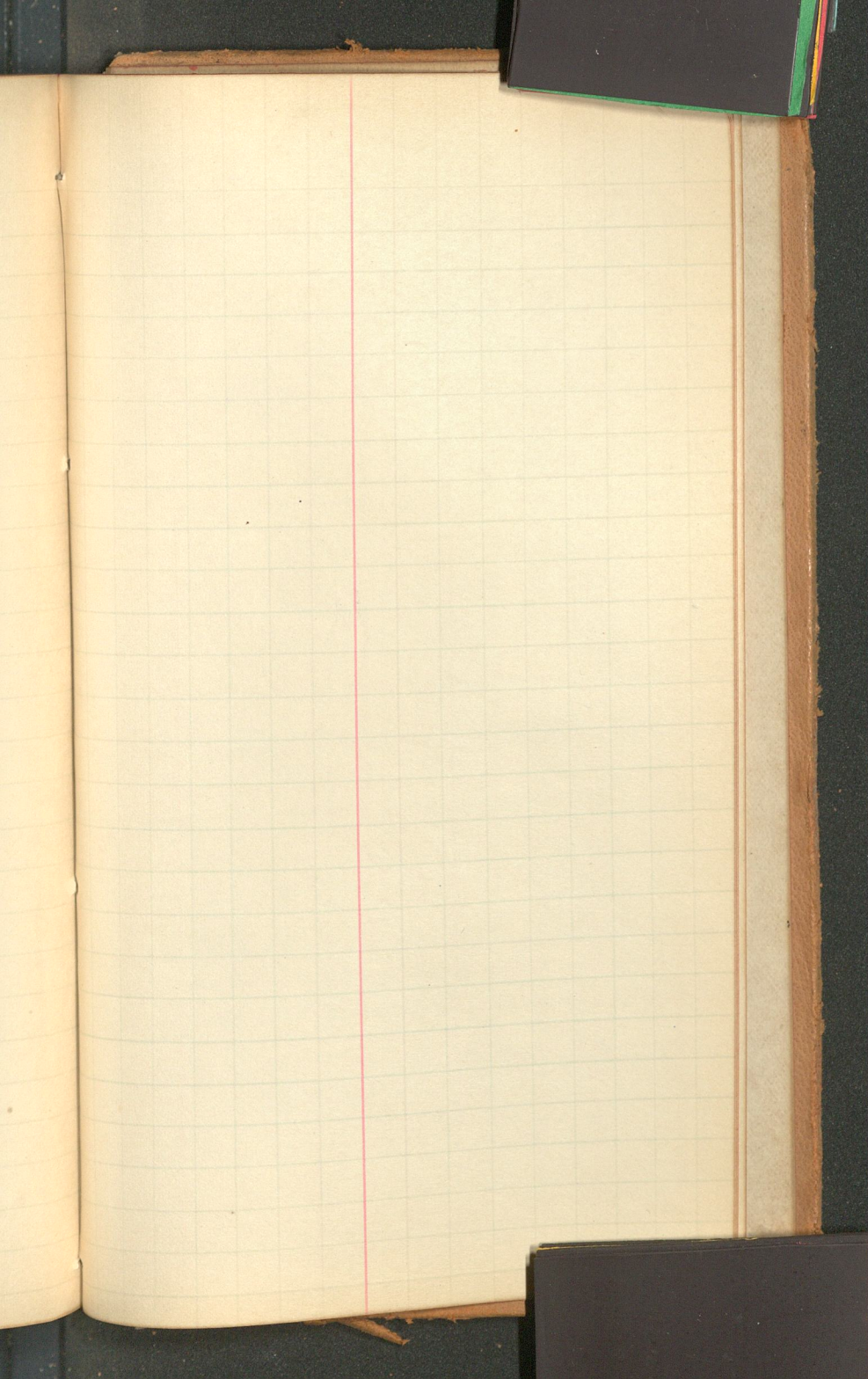
732-

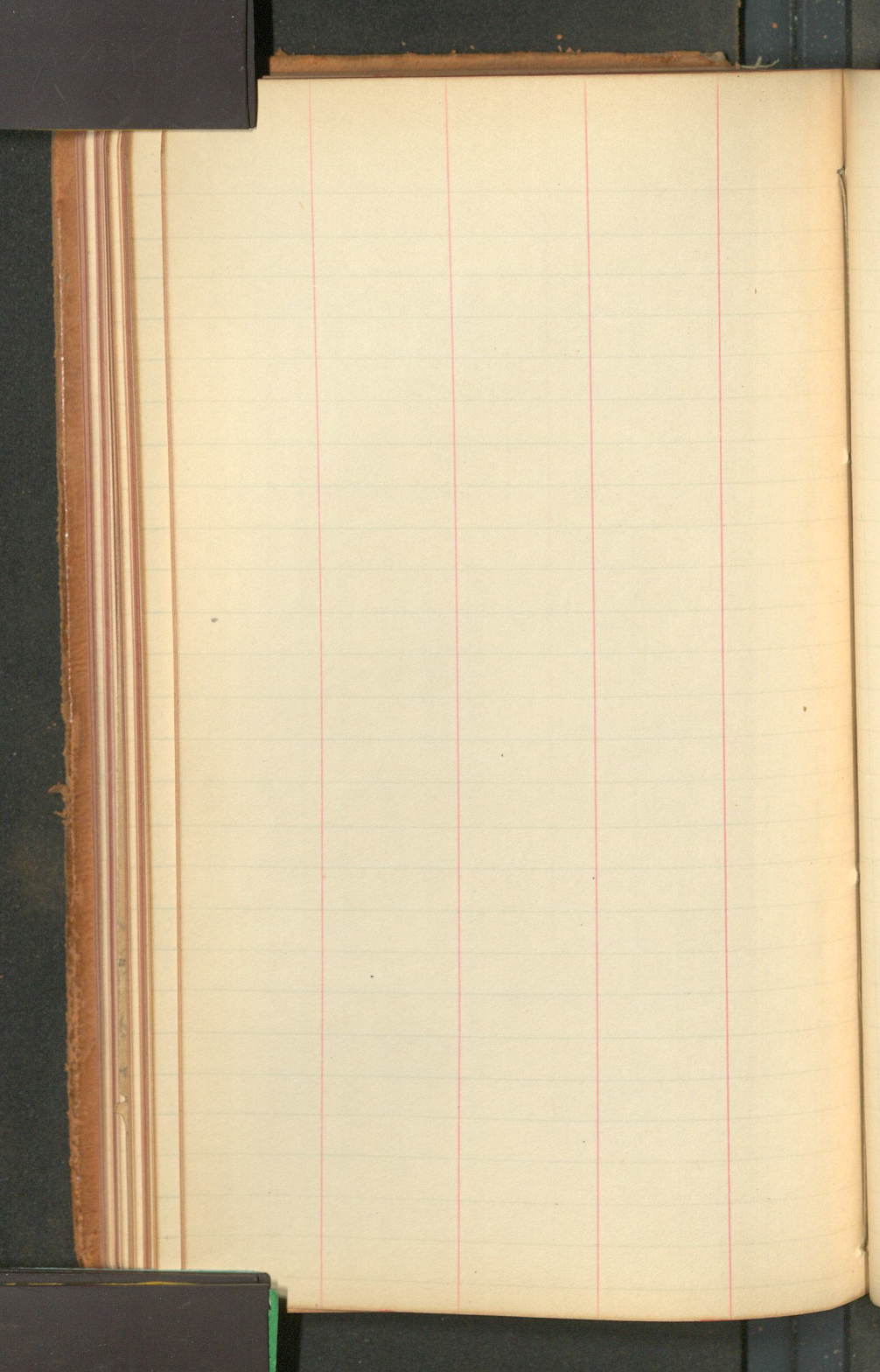
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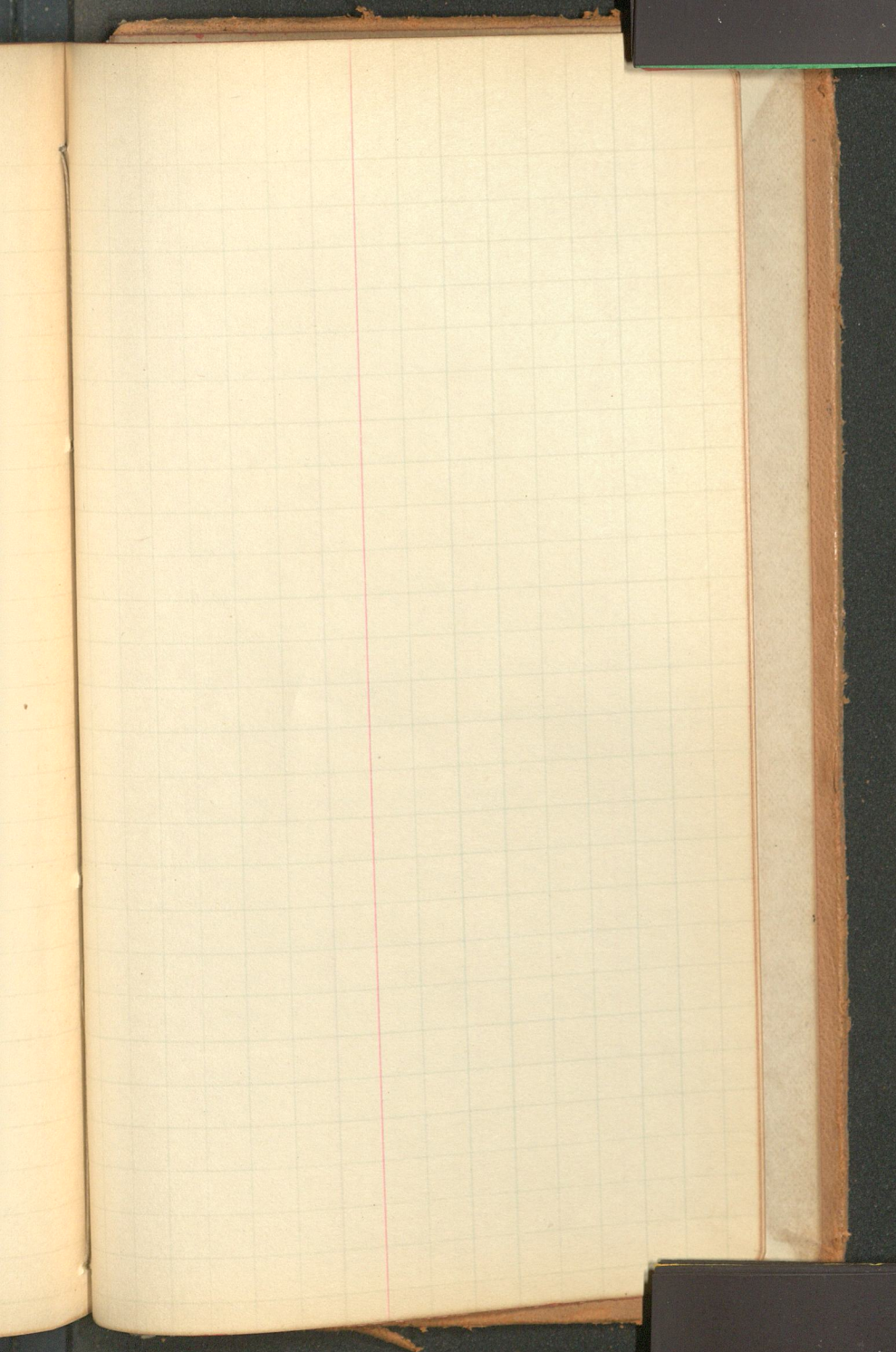


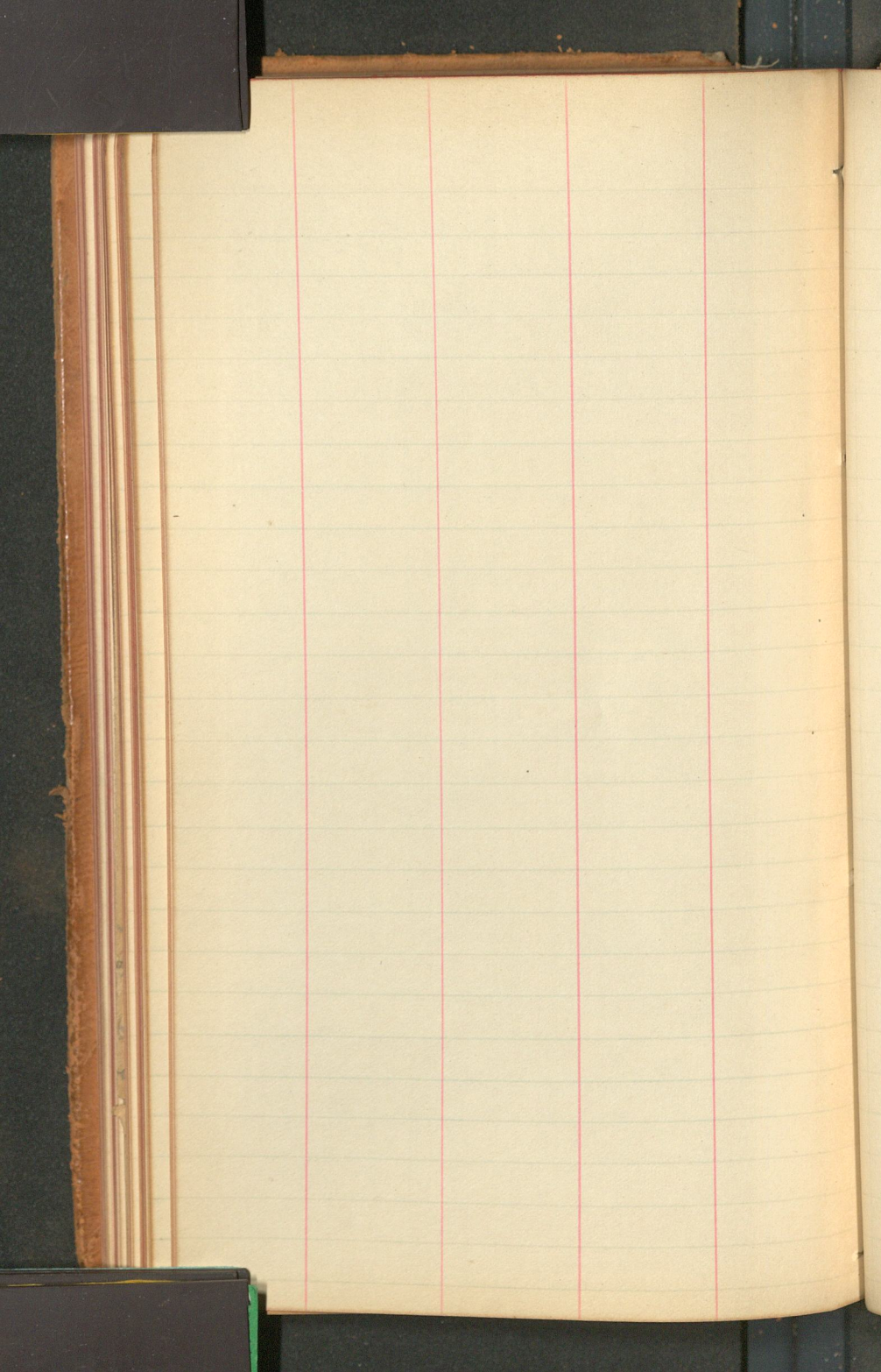


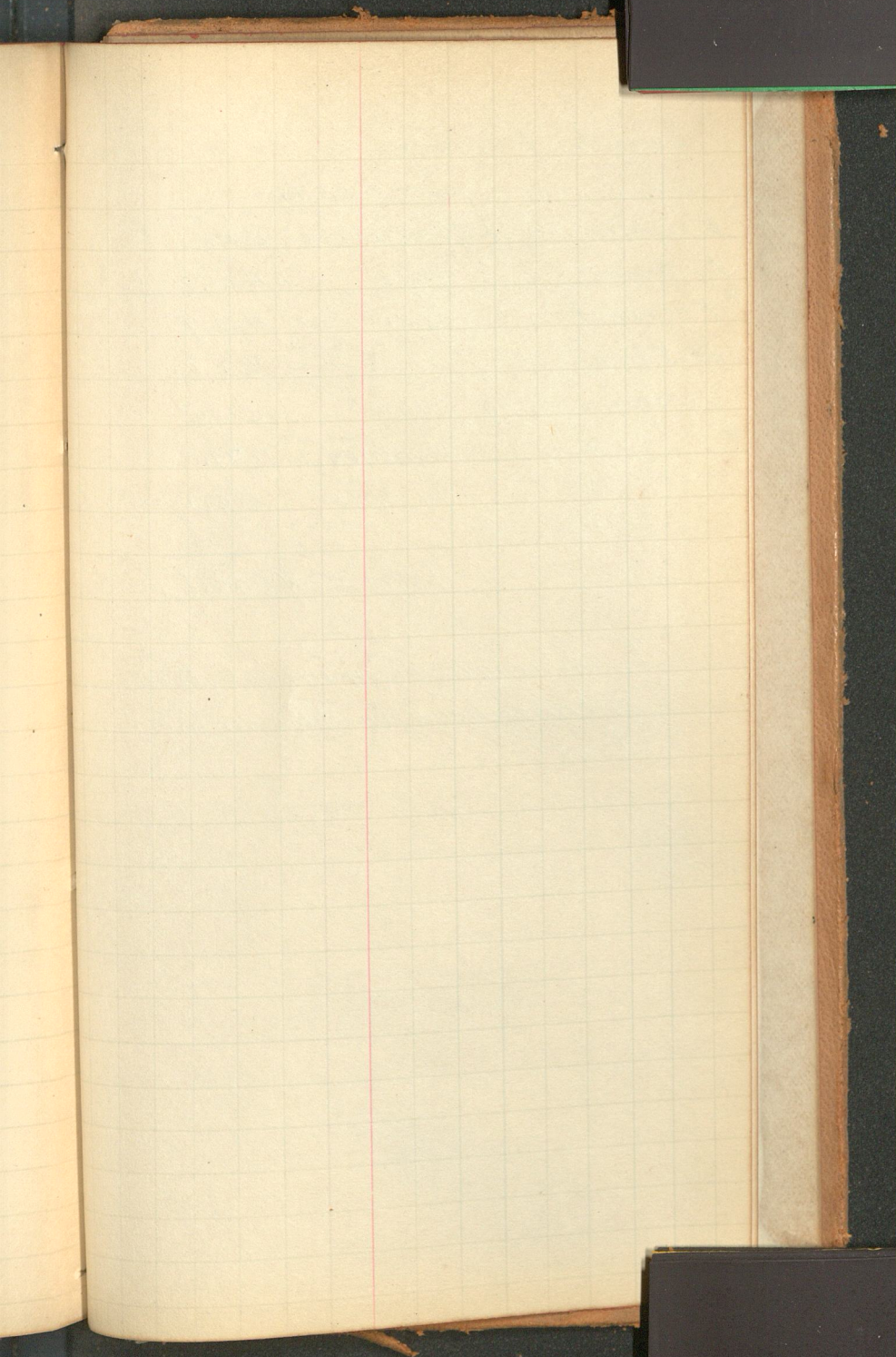












Length of Sidings on Spurs per book
7 - 820.4.

Kramer	$\frac{1}{2}$ of Crossovers	1056.5 ft.
Kramer	Wye	2451.3 ft.
* Fremont	Spur	452.7 "
St. Elmo	"	616.6 "
Johannesburg	Wye	1515.5 "
* "	House Trk.	1179.0 "
"	Oil Spur	585.0 "
Total		7856.6 "

* No lengths given in book, took
distance between H.K's on main
Line.

book

